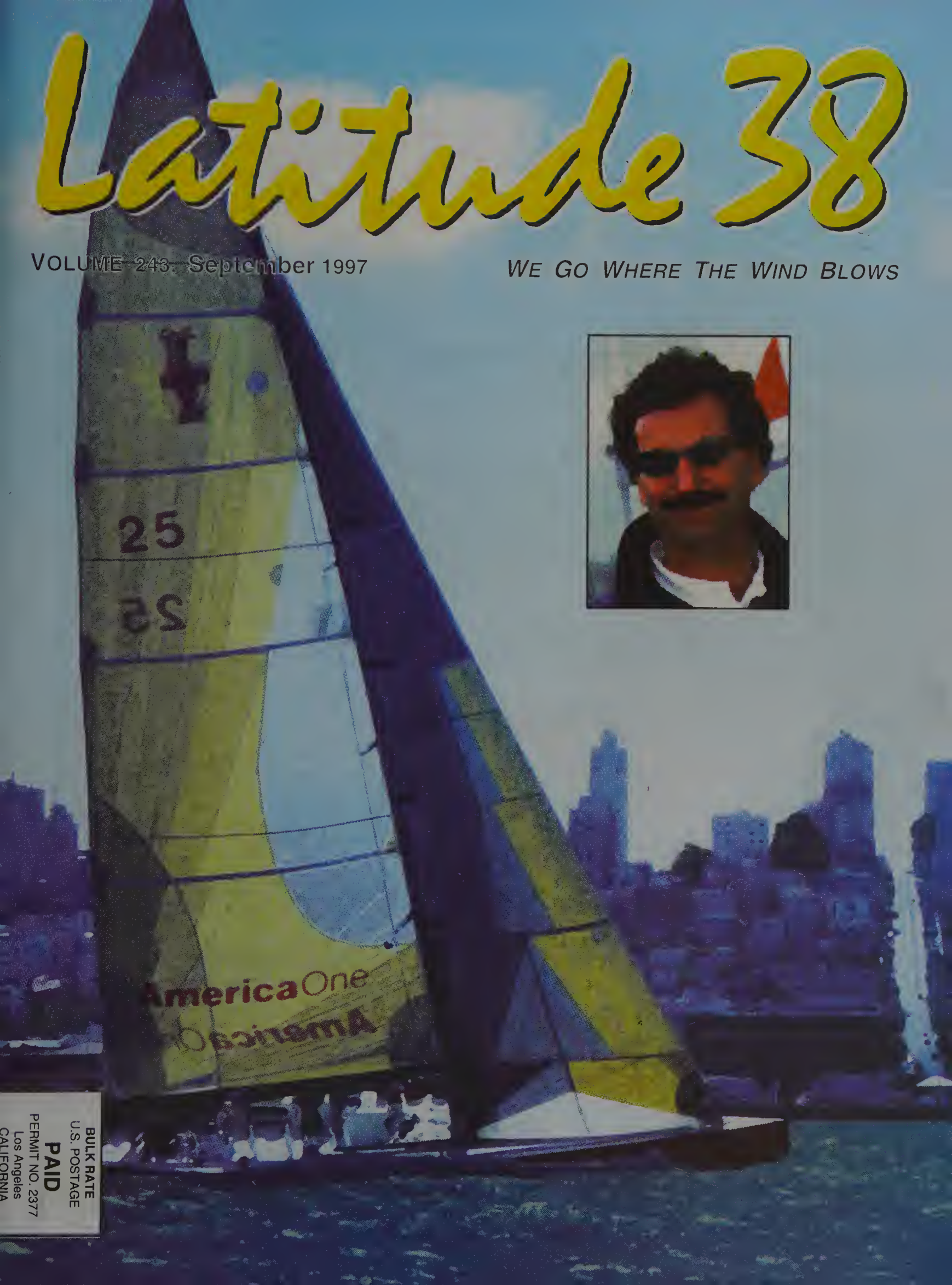


Latitude 38

VOLUME 243 September 1997

WE GO WHERE THE WIND BLOWS



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Directory of Grand Marina Tenants

Alameda Prop & Machine	p. 209
Bay Island Yachts	p. 7
Bay Yacht Service	p. 88
Craig Beckwith Yacht Sales... ..	p. 250
Cruising Cats	p. 6
Diesel Fuel Filtering	p. 92
Grand Marina Fuel Dock	p. 85
Mariner Boat Yard	p. 49
McMullen Co.	p. 240
Pacific Coast Canvas	p. 18
Tim's Zodiac Marine	p. 80

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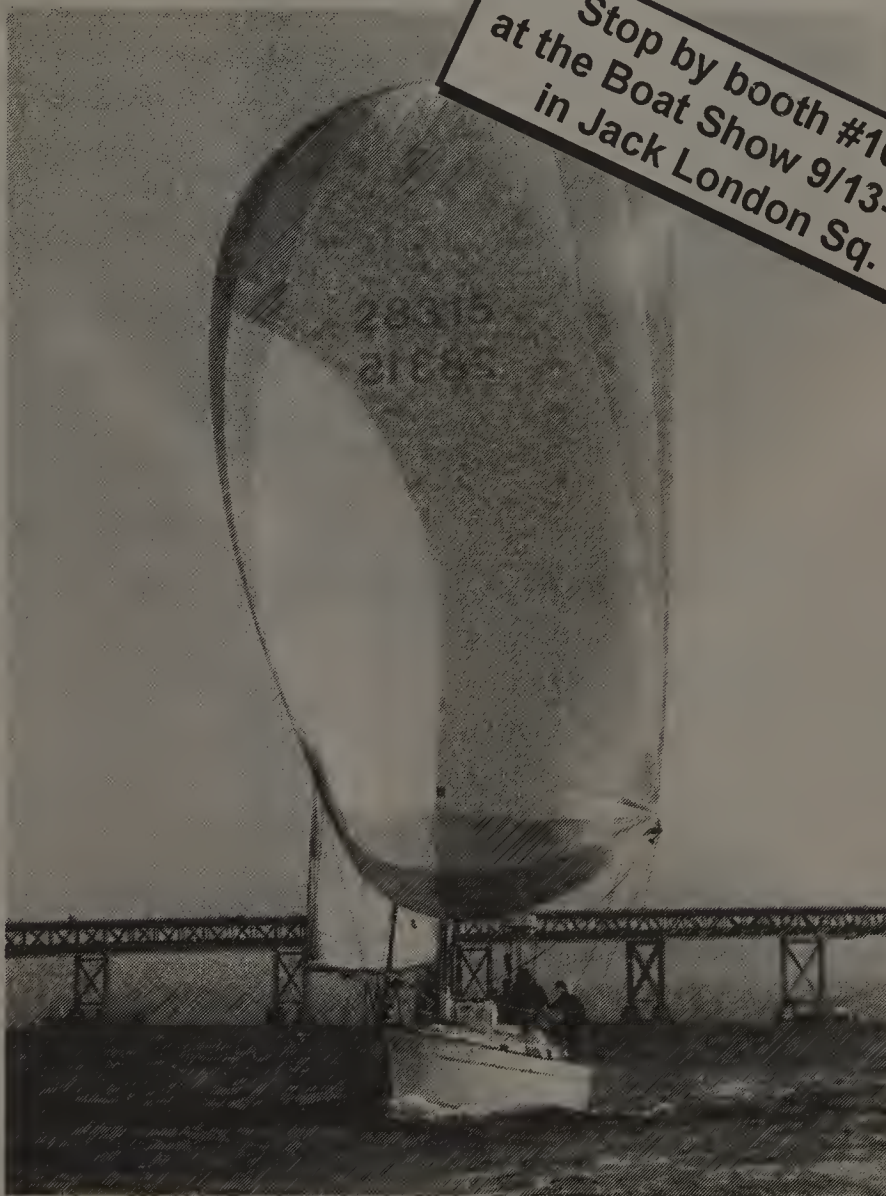
Jack and Diane Bieda develop market research software. And every new revision is given a "trial run."

In 1987 they decided to give sailing a "trial run." They took sailing lessons in Sausalito, joined a charter group in Greece -- and bought "Trial Run," their Passport 40. Their first mainsail came from Pineapple, giving us a trial run as well. We passed the test, and soon replaced the furling jib.

In 1989 the Bieda's decided to give racing a "trial run." They entered Berkeley's Friday night series, sailed a windy double-handed Farallon's race, and then in 1996 did the Pacific Cup. Pineapple Sails built a genoa and three spinnakers, complete with dowsing socks. And when the boat returned, we built a new main -- 10 years after the first.

This summer, "Trial Run" raced the Coastal Cup, from San Francisco to Santa Barbara. Finishing first in her division, she completed the course in less than 48 hours!

Give Pineapple Sails a trial run for your next sail. Racing or cruising, you'll be the winner!



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* 40' PASSPORT, 1983	2 from 119,000
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50' MOORINGS 500, 1990	199,000

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41' BENETEAU FIRST 41s5, 1990 ...	142,500
50' MOORINGS 500, 1990	195,000
51' BENETEAU OCEANIS 510, '95	350,000

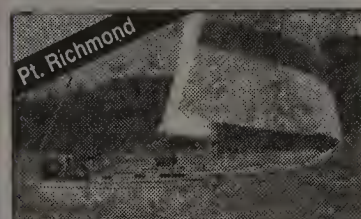
* These boats are located in Richmond



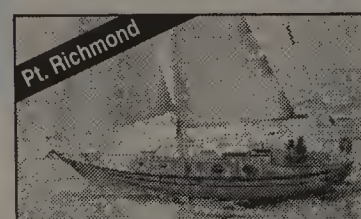
BENETEAU FIRST 310, '91 . \$49,900



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CONTENTS

subscriptions	6
calendar	26
letters	36
loose lips	92
sightings	98
whitbread preview	120
petaluma cruise	126
interview: paul cayard	134
southbound stopovers	142
santa cruz beer cans	148
medical kit	154
europa dinghy worlds	160
israel	166
max ebb: race formats	174
baja ha-ha preview part 1	180
world of chartering	190
the racing sheet	200
changes in latitudes	212
classy classifieds	230
advertisers' index	242
brokerage	244

COVER PHOTO AND GRAPHICS BY LATITUDE 38/RICHARD AmericaOne sails the Bay. Inset: Paul Cayard

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

We Offer Choices Not Compromises

See Us at the Boat Show Sept. 13-21.

We will be showing several new Beneteau and Island Packet sailing yachts as well as the Saga 43 by Bob Perry. We will have information on all the new models along with special purchase incentives. Come by and meet Bob Perry in the new Saga 43 on Sept. 20 and 21. **Discount Tickets Available.**

Mark October 23 on your calendar for our fall open house and new model showing of the Beneteau Oceanis 40 center cockpit, Oceanis 381, Oceanis 461 and the First 42sw7 by Bruce Farr.

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The new models as well as the 50, 461 and 40CC will be on display at the Annapolis show Oct. 4 to 8 with special incentives to Bay Area buyers. Make your arrangements with us to see these beautiful yachts. We will even pay for your airfare



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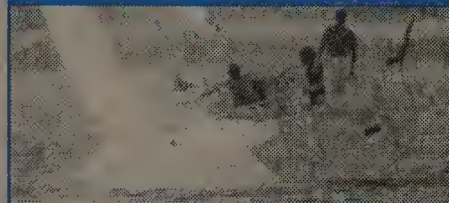
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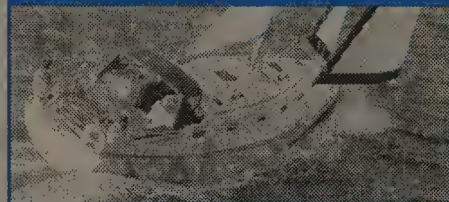
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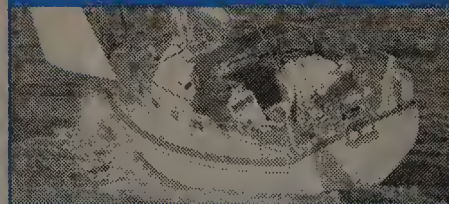
Beneteau Oceanis 321



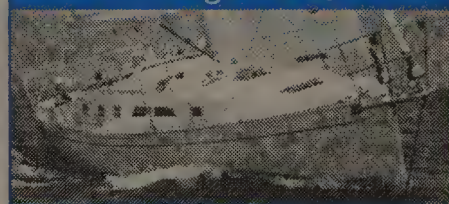
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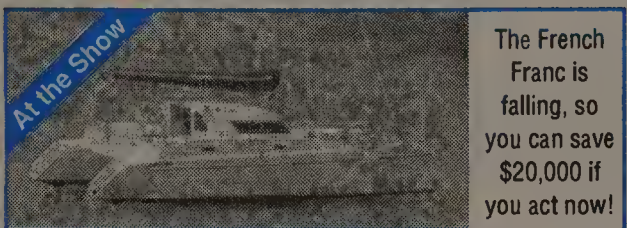
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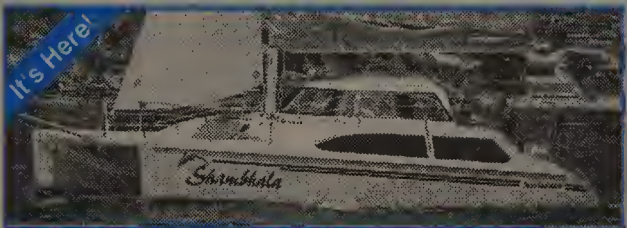


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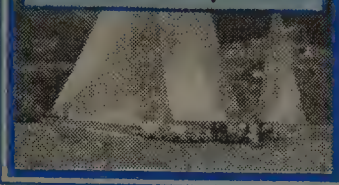
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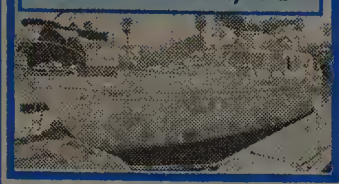
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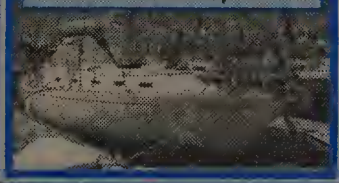
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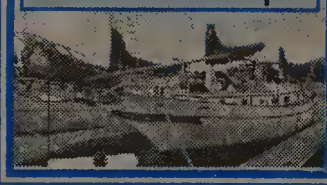
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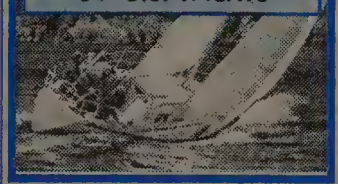
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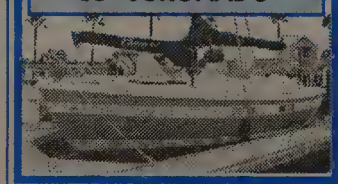
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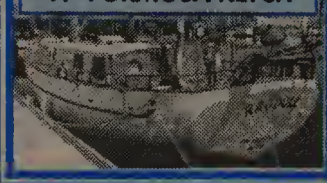
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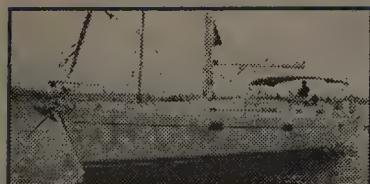
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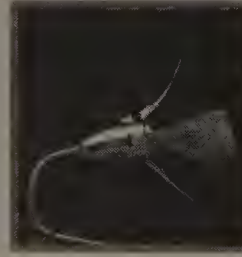

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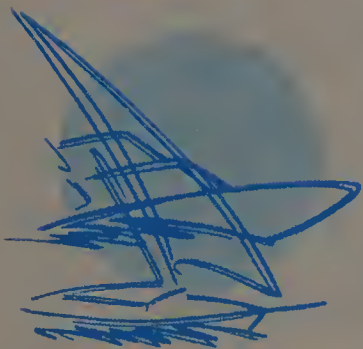
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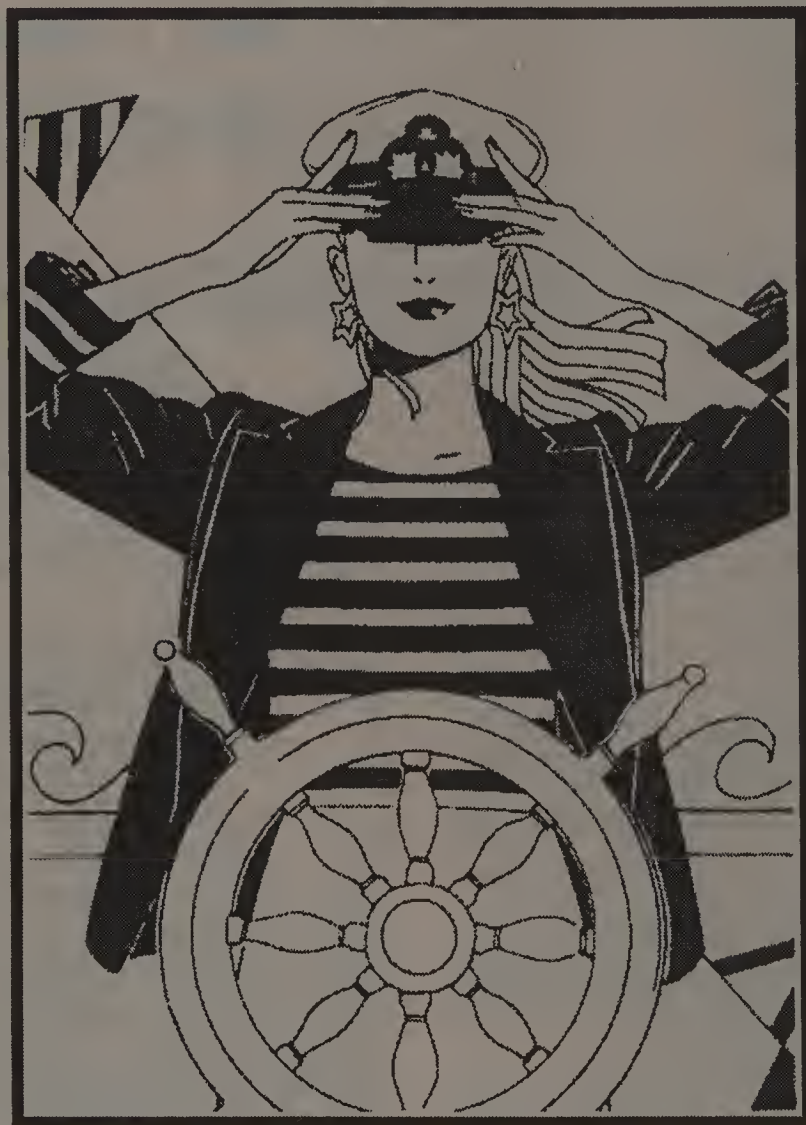
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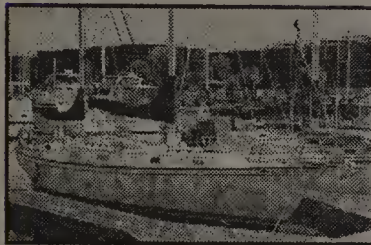
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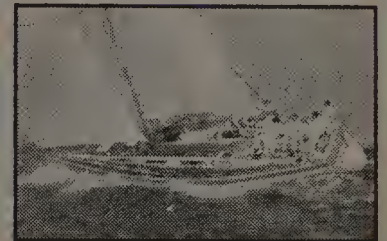


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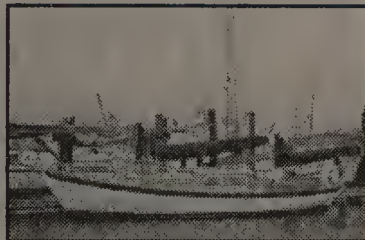
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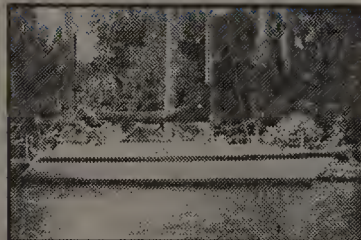
47' WAUQUIEZ CENTURION, 1985
One owner, never chartered; loaded.
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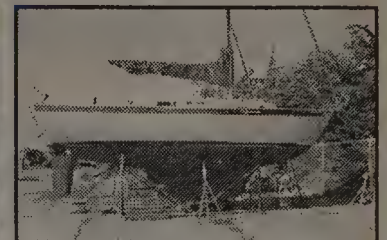
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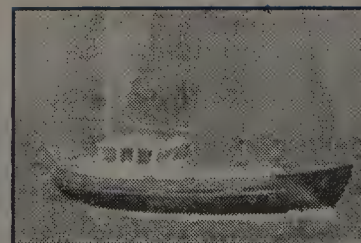
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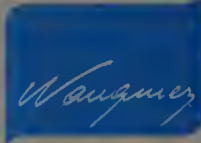
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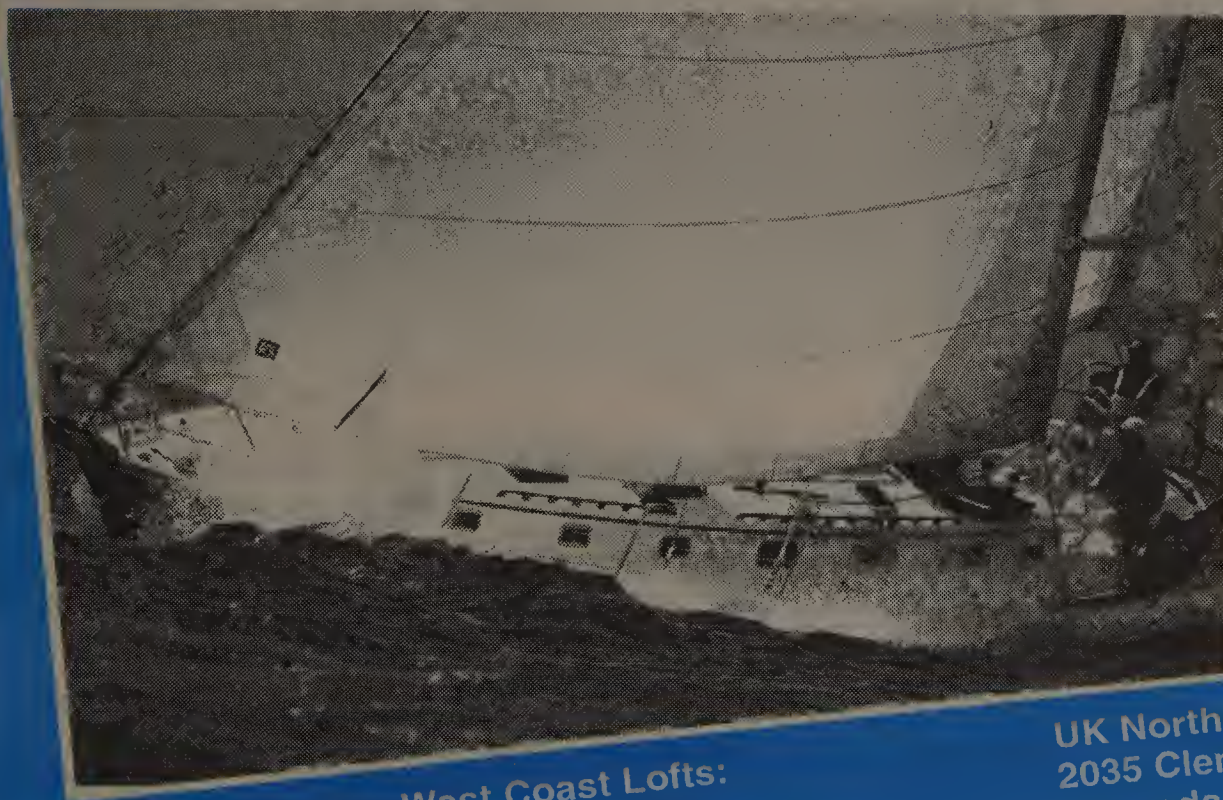
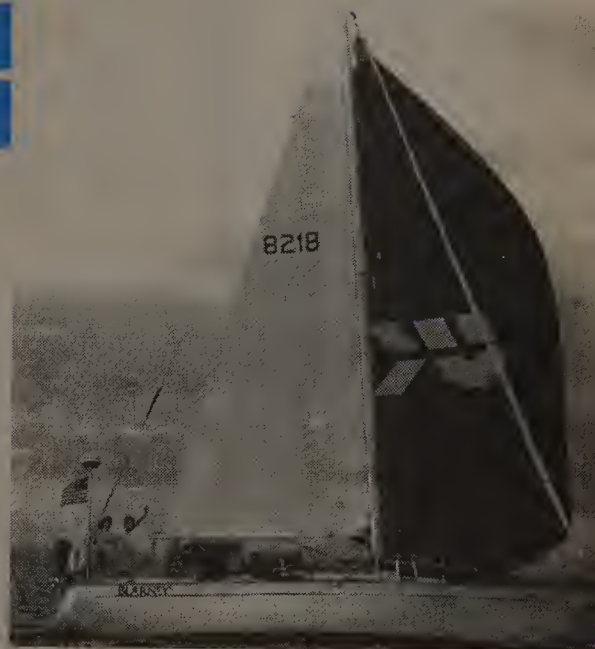
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Left: A crealock 44 with a crosscut Dacron Passagemaker genoa.

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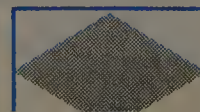
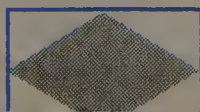
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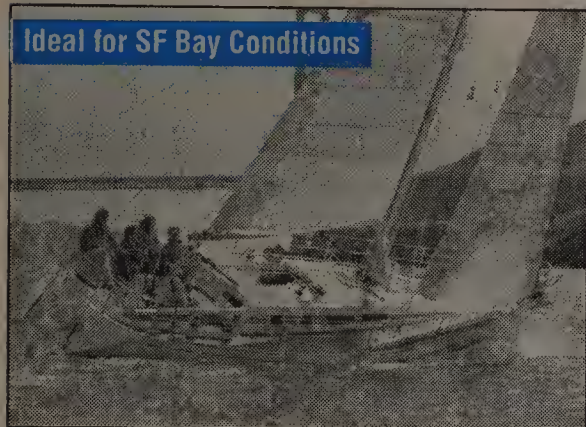
Now that the world has returned to an effervescent economy, Nautor has been building boats at maximum capacity. In fact, they have a considerable backlog of orders with every model sold out for the rest of this year. For 1998, many slots have already been sold, and not many more remain.

To add even more pressure to the situation, the dollar is now exceptionally strong against the finmark, so this really allows the purchase of a new Swan to be a truly incredible value. If you are thinking about buying a new sailboat 40' or larger within the next year or so, you really must give us a call. Isn't it worth your time to investigate the options? Now may be the time to buy the boat of your dreams. One thing is for sure, if you wait much longer, you'll be looking at a delivery date after the Millennium and that'd be a shame! After all, you do want to usher in the year 2000 aboard your new Swan, don't you? It's a dream you can make come true, but only if you call us today.

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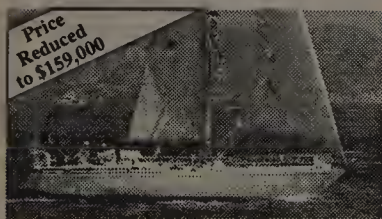
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SWAN 39 Orion (1978)

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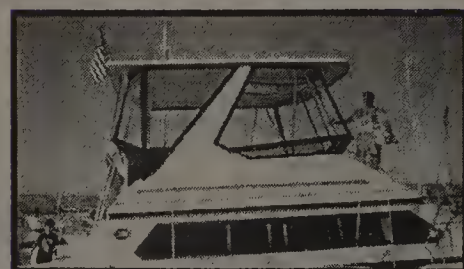
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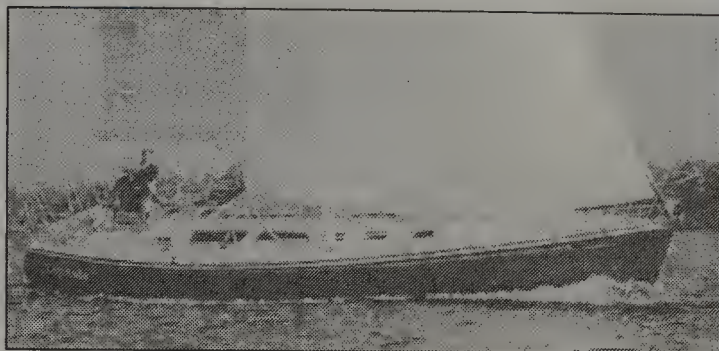
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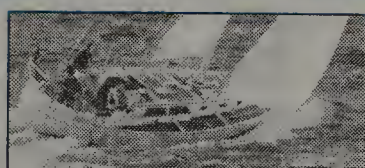


Sabre 402

Cruising World 'Boat of the Year'. Three sold on the Bay. Call for an appointment to view this Jim Taylor designed performance cruiser.



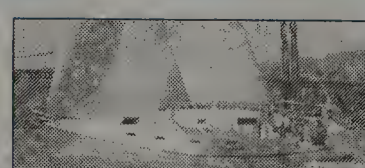
Swan 431 \$159,000



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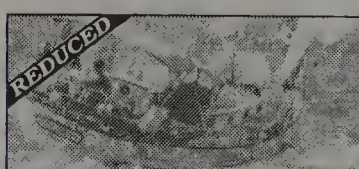
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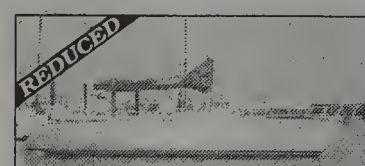
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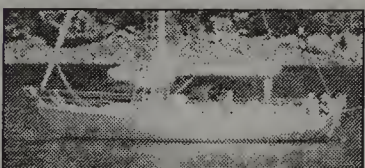
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Swan 39 \$119,500



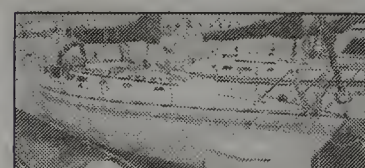
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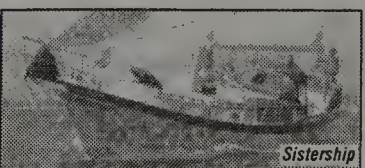
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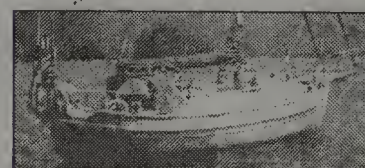
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Chris Craft 35 \$32,000



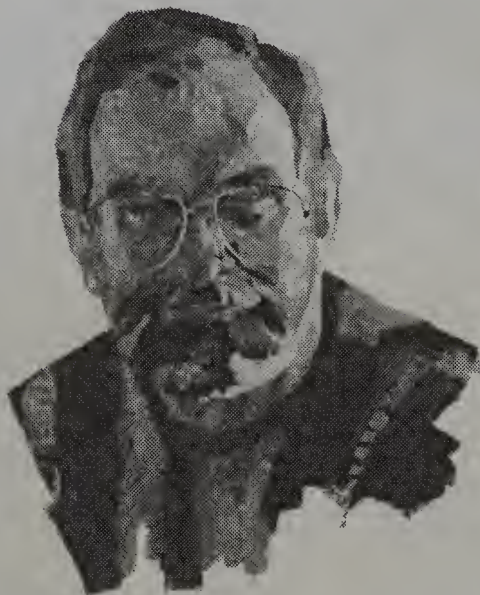
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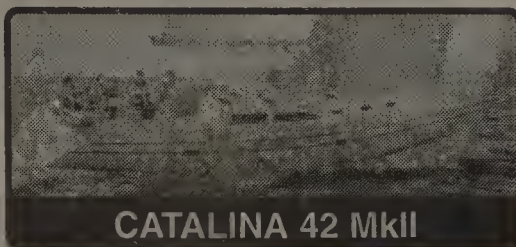
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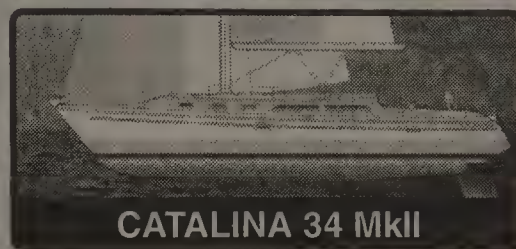
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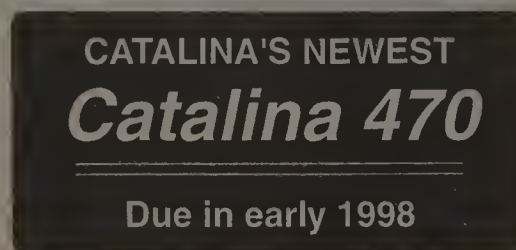
CATALINA 36 MkII



CATALINA 34 MkII



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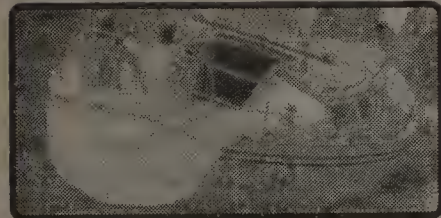
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'88 Catalina 34



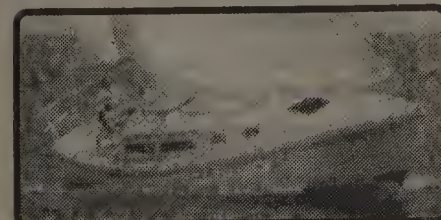
'87 Passport 40



'90 Catalina 42



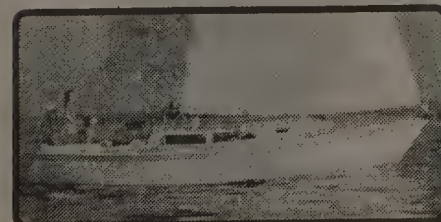
Bristol 29.9



Catalina 30 (5)



Full Keel Aries 32



'90 Catalina 28



'79 Marine Trader 49

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49'	Marine Trader, 1979	\$167,000
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40'	Passport	\$169,000
37'	Hunter, 1979	New Listing \$37,000
36'	Islander Freeport, 1978 ...	Just Arrived!! \$45,000
34'	Mariner, 1978	\$59,500
34'	Catalina, 1988	New Listing \$57,900
32'	Aries 32, 1983, full keel	\$44,900
32'	Ericson, 1973	\$22,900
32'	Ericson, 1970	\$15,900
30'	Catalina, 1990	New Listing \$46,500
30'	Catalina, 1982	New Listing \$19,900
30'	Catalina, 1985	\$31,500
30'	Catalina, 1978	\$21,500
30'	Catalina, 1979	\$21,500
30'	Catalina, 1978	\$13,900
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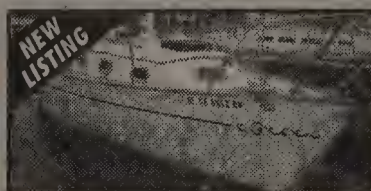
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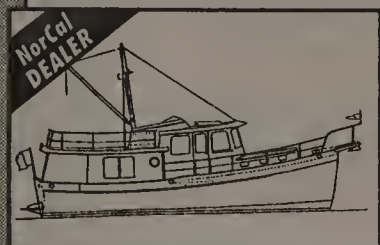
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- 34' CHB, '78, choice of 2.. from 44,000
- 31' FU HWA, '83 70,000
- 30' SUNDOWNER TUG, '83 78,000



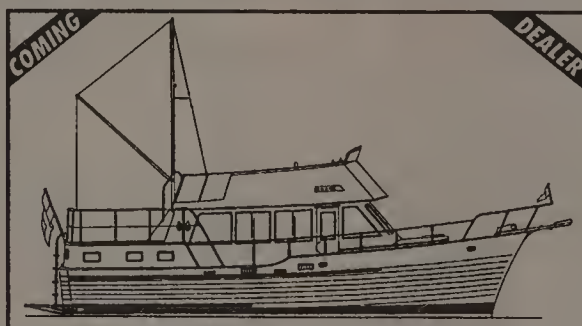
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- 34' C&C, '80, diesel 41,000
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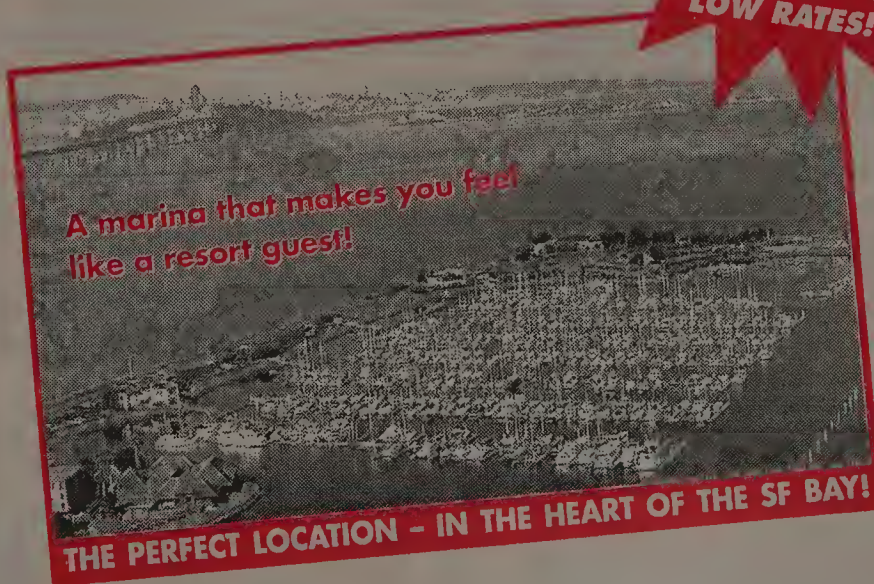
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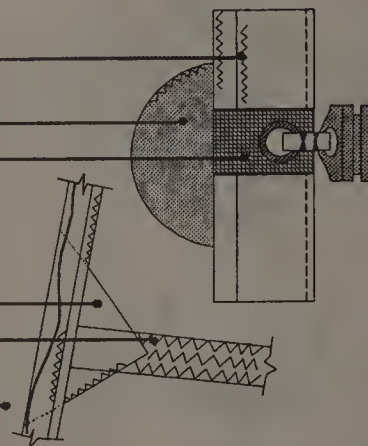
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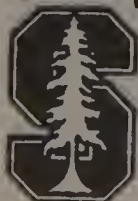
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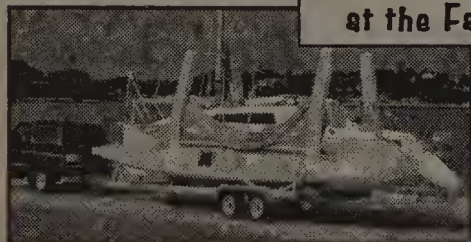
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Sept. 5 — Lake Washington SC night sail and potluck dinner, followed by fireworks in the Port of Sacramento, 6 p.m. Fred Turner, (916) 737-8966.

Sept. 5-7 — 21st Annual Wooden Boat Festival in scenic Port Townsend, WA. Info, (360) 385-4742.

Sept. 6 — Flea Market at the Sausalito West Marine, 7 a.m. to 3 p.m. Call the store for details, 332-0202.

Sept. 6 — Heritage Day at China Camp, a free display of restored work boats (including *Alma*) beginning at noon. Info, 456-0766.

Sept. 7 — An Evening with Buddy Melges, 7 p.m. at San Francisco YC. \$40 donation at the door, with proceeds benefiting the America True Syndicate. RSVP, 433-4CUP.

Sept. 9 — Free 7-week USCG Auxiliary Sailing & Seamanship course begins. Tuesday and Thursday evenings, 7:30 p.m. at the Sausalito Cruising Club. Info, 332-0501.

Sept. 10 — "So you want to sail to Hawaii?" Come to the first SSS TransPac preparation seminar, 7:30 p.m. at Oakland YC. Seminars continue on the second Wednesday of each month through next June. Free! Terry McKelvey, (510) 527-9433.

Sept. 10-11 — Tides and Currents Lecture by Kame Richards at the Bay Model in Sausalito — postponed due to renovations to the Model.

Sept. 10-14 — Lake Union Boats Afloat Show, a big in-the-water boat show up in Seattle. Shoreside exhibits, seminars and over 200 boats to drool over. Northwest Yacht Brokers Association; Mindi Fowler, (206) 932-4663.

Sept. 13-14 — Open Boat Weekend at Marina Village. Check out over 100 new and used toys. Harbormaster, (510) 521-0905.

Sept. 13-14 — Westsail Owner's Association Rendezvous at San Pablo YC: guest speakers, potluck dinner, general mayhem. Mike Sisson or Debbie Langstaff, (707) 446-5966 (days).

Sept. 13-21 — Northern California Fall Boat Show at Jack London Square. Seminar series will feature Hal Schell, Bob Perry and others. NCMA, (510) 452-6262.

Sept. 14 & 16 — ESPN coverage of the record-smashing '97 TransPac. Check local listings for times.

Sept. 16 — SF Bay Oceanic Crew Group Meeting, with presentation on "Sail Trim" by guest speaker Wayne Sharp of UK Sails. Fort Mason Center, Building C, Room 210, 7 p.m., free. Info, 979-4866.

Sept. 16 — Full moon. . . use it or lose it!

Sept. 18-21 — Lido Yacht Expo, an upscale boat show in Newport Beach for sail and powerboats over 26 feet. Info, (714) 757-5959.

Sept. 20 — Alameda YC's Nautical Flea Market, 8 a.m. to 1 p.m. Linda Wheeler, (916) 621-0108.

Sept. 20 — "Preparing Yourself and Your Boat for Cruising," an all-day seminar with Jim and Marilyn Marco at Oakland YC, (510) 521-8238.

Sept. 20-21 — Pat Henry, the first American woman to circumnavigate alone, will give a free talk and show her art at the Lee Sails Loft in Alameda, 7:30 p.m. both nights. Henry, formerly of Santa Cruz, has spent the last eight years sailing her 31-foot cutter *Southern Cross*. Info, (510) 523-9011.

Sept. 20-21 — Ericson 27 Fleet Cruise to Coyote Point. Ervin Dean, 494-0347.

Sept. 23 — Basic Boating & Seamanship Course begins, taught by the USCG Aux. at Yerba Buena Island, 7:30 p.m. on Tuesdays and Wednesdays through 11/18; \$30. Info, 399-3411.

Sept. 24 — "Gold Rush Tales and Tunes," an evening on the historic ferry *Santa Rosa* (Pier 3, San Francisco) with acclaimed chanteyman, fiddler and maritime music performer Simon Spaulding. Sponsored by the Sausalito Tall Ships Society and the Sausalito Historical Society. Hors d'oeuvres, no-host bar.



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Oct. 4-5 — Wooden Boat Festival at Bay View Boat Club. Swap meet, races, music and more. Bruno Heidrich, 864-8711.

Oct. 6 — *Latitude 38* Mexico-only Crew List Party at Encinal YC. Come hang out with the beautiful people, and maybe even score a ride for the Baja HaHa. See *Sightings* for details.

Oct. 11-12 — Master Mariners Benevolent Association Off-shore Cruise to Half Moon Bay. Ken Inouye, 494-7271.

Oct. 28 — Baja HaHa IV starts. See pages 180-188.

Oct. 30 — Long Beach YC's Great International Mexican Cruise/Race to Mazatlan, a five-stop 'anything goes' rally ending at the El Cid Resort. LBYC, (562) 493-5173.

Racing

Aug. 30 — Jazz Cup, co-hosted by Benicia YC and South Beach YC. Richard Smith, 344-9661.

Aug. 30-Sept. 1 — Master Mariners' Chicken Ship Regatta, the "regatta most feared by yachting purists." A low-key cruise/race to historic Petaluma, followed by sea stories, dancing, model boatbuilding and more. Dick Wrenn, (510) 845-0555.

Aug. 30-31 — GMC/*Sailing World's* San Francisco NOOD Regatta for J/24s, Melgi, SC 27s, Express 27s, Hawkfarms, J/29s, Olson 30s, 11:Metres and J/35s. No multihulls were invited after last year's fiasco. StFYC, 563-6363.

Aug. 30-31 — Barth Perpetual Race, a two-day PHRF deal that starts near Hunters Point on Saturday morning and ends at RYC. On Sunday, the return race goes from Southampton Shoal to host Coyote Point YC. Charles Allen, 592-8018.

Aug. 31 — Inaugural Santa Cruz to Half Moon Bay Rally/Race, followed by a luau at HMBYC. No protests, no rules, no entry fee. "This is just for fun; we have to sail back from the Windjammers anyway," claims Tim Stapleton, (510) 232-8750.

Aug. 31 — Tour Du Lac, a 20-mile race on Lake Almanor. Butte SC; Ben Sevdý, (916) 893-1286.

Sept. 6 — Sacramento Portfest, featuring racing for SBRA-type boats. Lake Washington SC; Fred Turner, (916) 737-8966.

Sept. 6-7 — Half Moon Bay Race, co-hosted by Half Moon Bay YC and Island YC. To enter, call YRA at 771-9500.

Sept. 6-7 — Santana 35 Nationals. MPYC, (408) 372-9686.

Sept. 7 — Day on Monterey Bay Regatta, a benefit for Big Brothers and Sisters. Santa Cruz YC, (408) 425-0690.

Sept. 13-20, 1987 — Ten Years After: St. Francis YC's 24th annual Big Boat Series was a big success, attracting 46 mostly grand prix machines including two members of the U.S. Admiral's Cup team, *Sidewinder* and *Insatiable*, and the newest ULDB 70, *Mongoose*. Despite the high caliber of the fleet, after three of five races, the pecking order was firmly established in four of the five classes: *Mongoose*, *Jubilation*, *Earl of Mar* and *Pendragon* led at halftime and were never overtaken. Only the Keefe-Kilborn class for midsize IOR boats was up for grabs until the end, when designer Bruce Nelson steered the N/M 45 *Insatiable* to a come-from-behind victory over *Quintessence*. The Charles A. Langlais Perpetual Trophy, a subjective honor for top performer of the week (it's no longer awarded), went to the one tonner *Pendragon*, owned by John MacLaurin and steered by Kimo Worthington.

Sept. 13-19 — Snipe Worlds at Mission Bay YC (San Diego), with over 50 boats from 17 countries expected. Tom Mooers, (714) 719-6400, ext. 107.

Sept. 14 — Fall SCORE #2. SCYC, (408) 425-0690.

Sept. 15-16 — 2nd Annual San Francisco YC/1D-48 Youth Sailing Cup. Maureen Ford, 435-9525.

Sept. 15-16 — RYC's Hard Chine Regatta for Lightnings, Snipes, Star, Mercuries and the fabulous Thunderbirds. Hester Burn-Callendar, 388-5116.

Sept. 17-21 — 34th Annual Big Boat Series. The pinnacle

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CALENDAR

of West Coast big boat racing for IMS grand prix boats, ULDB 70s, Turbo Sleds, 1D-48s, Express 37s, J/35s, J/105s and two classes of PHRF for 33-footers and up. StFYC, 563-6363.

Sept. 20 — South Bay YRA race #6, hosted by Coyote Point YC. Mike Dixon, (510) 635-5878.

Sept. 20 — Fall One Design #2. SCYC, (408) 425-0690.

Sept. 20-21 — West Marine Fun Regatta, co-hosted by Santa Cruz YC and NCYSA. Clinics on Saturday, followed by racing on Sunday for El Toros, Optis, Lasers and Laser IIs. Scott Lechner, (408) 425-0660, or Hal McCormack, 892-7177.

Sept. 21 — Whitbread Race begins. See pages 120-124.

Sept. 21-27 — 7th Biennial Rolex International Women's Keelboat Championship in Newport, RI. Fifty all-women J/24 teams from 21 states and 12 countries are entered. See *Race Notes*. Pam Kirk, (401) 683-0486.

Sept. 27-28 — Fall Citibank Cup at Pier 39, co-sponsored by Mercedes Benz and others. More than fourteen 11:Metre teams are expected to compete for the \$10,000 purse. Matt Gurderson, 705-5421.

Sept. 27-28 — Women's Moore 24 Regatta at Santa Cruz YC, (408) 425-0690.

Sept. 27-28 — Olson 25 Nationals at Tiburon YC. Jeffrey Kroeber, 457-6574.

Sept. 28 — Wallace Cup, hosted by OYC, (510) 522-6868.

Sept. 28-Oct. 3 — Folkboat SF Cup. StFYC, 563-6363.

Oct. 3 — San Francisco to Point Conception Race for ULDB 70s. Jane Watkins, (805) 687-7501.

Oct. 4 — Lightship/Farallones Race, a shorthanded OYRA race hosted by Golden Gate YC. YRA, 771-9500.

Oct. 5 — Berkeley YC's 22nd Annual Woman Skipper's Invitational for PHRF monohulls. "This is the finest time of year to race your boat," notes Bobbi Tosse, (510) 939-9885.

Oct. 11 — RYC's Junior Waterhouse, the last crewed OYRA race of the year. YRA, 771-9500.

Oct. 11-12 — SSS Vallejo 1-2. Paul Miller, 924-0707.

Oct. 11-12 — El Toro Stampede. RYC, (510) 237-2821.

Oct. 17-19 — St. Francis International Masters Regatta, a US Sailing championship for skippers over 50 and crew over 45, sailed in J/24s. St. Francis YC, 563-6363.

Oct. 18-19 — Champion of Champions/Yankee Cup/OYRA King Neptune Championship at Golden Gate YC. All season winners are invited. YRA, 771-9500.

Oct. 18-19 — WBRA (woodies) season finale, hosted by San Francisco YC on the Knox course. YRA, 771-9500.

Oct. 18-19 — 6th Annual Women's One Design Challenge, hosted by the Long Beach/Los Angeles Women's Sailing Association and sailed in Catalina 37s. Carol Armitage, (310) 547-3929.

Oct. 25 — Jessica Cup, a fleet race for Master Mariner boats hosted by StFYC. Terry Klaus, (510) 523-4230.

Oct. 25-26 — Great Pumpkin Regatta. RYC, (510) 237-2821.

Nov. 1 — Golden Gate Midwinter Series begins. . . what? Midwinters already? Look for a complete listing in next month's *Calendar*.

Remaining Beer Can Races

BAY VIEW BC — Monday Night Madness, Fall Series: 9/8, 9/29. Dan Bjork, 863-5012.

BERKELEY YC — Friday Night Races, every Friday night through 9/26. Paul Kamen, (510) 540-7968.

BENICIA YC — Thursday Race Series, through 9/25. Kathleen Jones, (707) 746-0739.

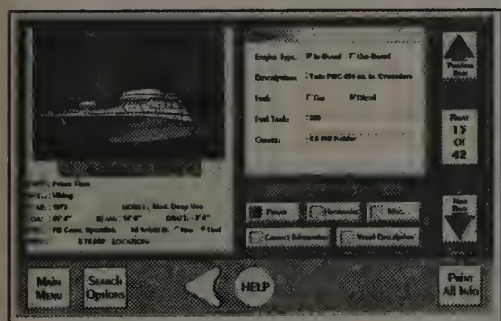
CORINTHIAN YC — Friday Night Series, through 9/12. CYC, 435-4771.

COYOTE POINT YC — Wednesday Night Beer Can Races through October 8. Kevin Knick, 347-4850.

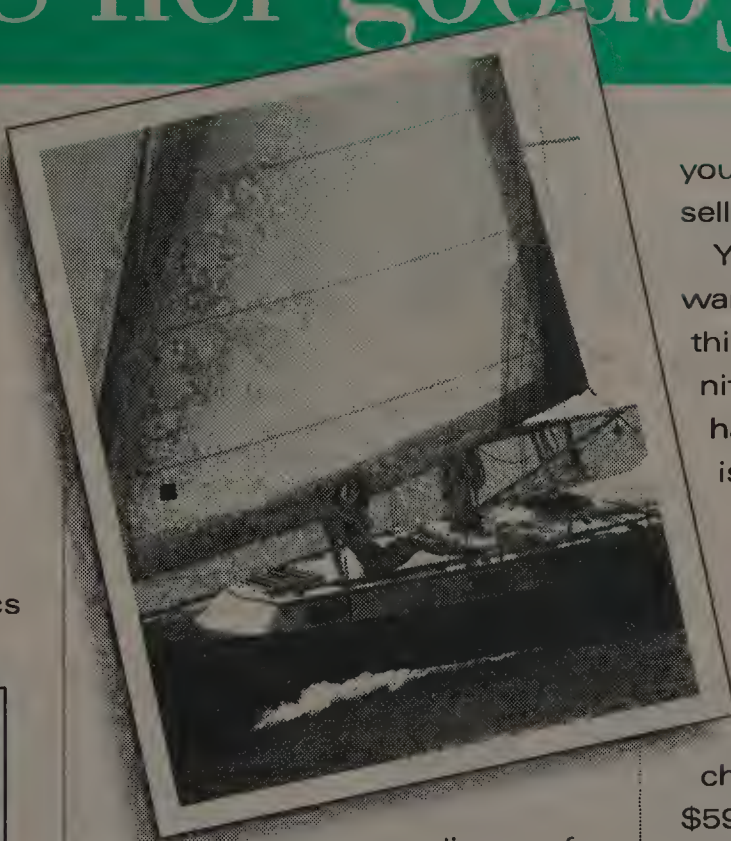
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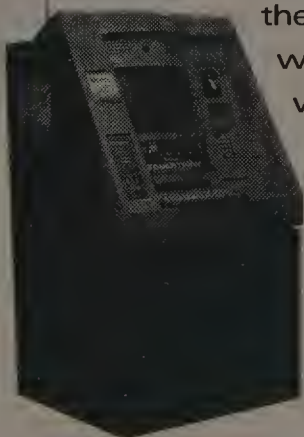


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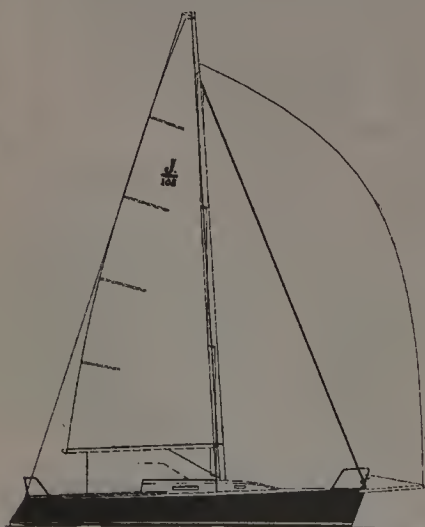


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CALENDAR

ENCINAL YC — Friday Night Twilight Series. Summer: 9/5, 9/19, 10/3. Rob Moore, (510) 530-0460.

GOLDEN GATE/StFYC — Friday Night Beer Cans, through 9/5. GGYC, 346-2628, or St. Francis YC, 563-6363.

ISLAND YC — Friday Nights on the Estuary. Second half: 9/12, 9/26. Joanne McFee, (510) 534-7317.

LAKE WASHINGTON SC — Spring Series, alternate Thursday nights 'til the end of DLS. Fred Turner, (916) 737-8966.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 10/8. Jim Craig, (408) 647-1264.

OAKLAND YC — Sweet 16 Series, every Wednesday night through 9/10. George Gurrola, (510) 843-9417.

OYSTER POINT YC — Friday Night Races: 9/26. Alec Kercso, 327-0611.

PITTSBURG YC — Thursday Night Series, through the end of Daylight Savings Time. Vernon Huffer, (510) 432-0390.

RICHMOND YC — Wednesday Night Series: 9/3, 9/17. The Lavines, (510) 237-2821.

SANTA CRUZ — Wednesday Night Races, through 10/22. Larry Weaver, (408) 423-8111.

SAUSALITO CC — Friday Night Series: 9/12, 9/26. Dorothy Stoufer, 479-4678.

SAUSALITO YC — Tuesday Night Sunset Series: 9/9, 9/23. Pat Broderick, (707) 528-2109.

SEQUOIA YC — Wednesday Nights, through 10/22. Randy Hough, 365-6383.

TIBURON YC — Friday Night Races: 9/5, 9/15. Jerry Tostenson, 389-9144.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

September Weekend Currents

date/day	slack	max	slack	max
8/30Sat		0316/4.0E	0701	1012/3.5F
	1307	1557/2.5E	1903	2159/2.8F
8/31Sun	0041	0352/4.1E	0740	1046/3.6F
	1343	1622/2.7E	1943	2236/3.0F
9/01Mon	0124	0425/4.1E	0816	1116/3.5F
	1416	1649/3.0E	2020	2310/3.1F
9/06Sat		0139/2.7F	0448	0731/3.1E
	1047	1349/2.6F	1649	1953/3.6E
	2331			
9/07Sun		0224/2.5F	0537	0816/2.7E
	1121	1430/2.4F	1725	2040/3.6E
9/13Sat		0129/4.3E	0529	0830/3.4F
	1146	1408/2.7E	1735	2025/2.9F
	2319			
9/14Sun		0226/4.7E	0619	0919/3.9F
	1231	1501/3.3E	1827	2120/3.5F
9/20Sat		0137/4.1F	0454	0725/3.6E
	1052	1343/3.3F	1642	1946/4.8E
	2338			
9/21Sun		0235/3.7F	0554	0818/2.9E
	1145	1434/2.8F	1732	2038/4.4E
9/27Sat		0159/3.4E	0543	0857/3.2F
	1147	1454/2.4E	1800	2058/2.6F
	2335			
9/28Sun		0245/3.5E	0627	0936/3.2F
	1226	1521/2.8E	1843	2140/2.8F

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HYLAS 42

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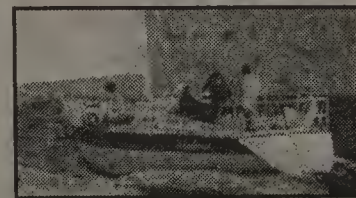
J/35

An owner that says sell makes *Cosmic Muffin* a great buy for the performance cruiser. Propane stove and oven, swim ladder, liferaft. Just add a furler and dodger. Call for an appointment today.



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* 43' J/130, 1996, *Gai-Jin* \$290,000
* 42' Hylas, '87, *Springbok* 169,000
* 40' C&C, 1981, *Tsunami* 78,500
* 38' Wylie, 1986, *High Strung* 89,500
**38' Wilderness 40, 1981, *Falcon* 59,900

* 37' Express #33, '86, *One Eyed Jack* 74,900
* 37' Express, '84 *Danville Express* 86,000
* 35' J/35, '84, *Cosmic Muffin* 44,900
* 35' Oyster SJ Hustler, '88, *Cabaret* 49,500

* 35' Santana, '78, *Take Five* 35,500
* 35' Santana, '78, *Mud Shark* 36,000
* 35' Santana, '79, *50/50* Call

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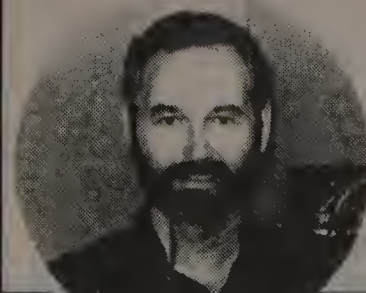
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LETTERS

U1A 118-DAY CIRCUMNAVIGATION

We, who have enjoyed *Latitude* every month for many years, want to report that we completed a circumnavigation — in 118 days. Ours started in Long Beach on January 18, 1996, and after stops at Hawaii, Bora Bora, New Zealand, Australia, Bali, Hong Kong, Bangkok, Singapore, Sri Lanka, the Maldives, India, Oman, Yemen, Egypt, Jordan, Suez, Greece, Turkey, Italy, Portugal, the Azores, New York, Ft. Lauderdale, the Caribbean, the Panama Canal, and Mexico, we got back to California on May 16th of this year.

We made the circumnavigation — ha, ha — aboard the S.S. *Rotterdam*, and enjoyed it very much. So please add us to your list of circumnavigators.

In the July issue you mentioned that you were being audited by the IRS — and wondered if it had anything to do with your castigation of the Coast Guard's 'safety inspections'. You better believe the government does stuff like that! I got audited several times four months after I wrote my U.S. senator some nasty letters. The government has ways to silence people!

Richard and Annmarie Faulhaber
Mill Valley

Richard & Annmarie — We're glad you had a great circumnavigation, but before anyone signs up for a cruise, we suggest they read this month's Sightings item on the wages that cruise ships pay their employees. Silly us, we thought the days of indentured servitude were over! If you avoid Nike products because of the absurd wages their subcontractors pay, be aware that the cruise ship industry might be even more parsimonious!

As for the IRS audit, it went well. We were never given anything less than a fair shake and on several occasions even got the benefit of the doubt. As such, we should be out of prison for the 2007 America's Cup. Ha, ha, just a little joke there.

U1 OVERHAUL AN ENGINE WITH A TOOTHPICK

Some time ago we had the sheer pleasure of a day on the Bay with a co-worker whose aptitude and attitude turned out to be about the best we'd ever encountered. I'm sure that happens often enough, but how many of your boatowners have ever received a 'thank you' note with a return trip request like the one below?

"... Hope that I can come out and crew again sometime. Did I mention that I know 300 knots, can do gourmet meals on a one-burner stove, have a radio license, love to clean and swab, can sew with natural fibre (fish gut, cat gut, etc.), have an instinctive desire to run around in bare feet and shorts, don't shed (I've already shed!), know over 1,000 jokes (all tasteless), can overhaul an engine using only a toothpick, and I only carry a toothbrush when I travel?"

I couldn't resist sharing this with you, but am withholding the crewmember's name so he won't be pirated away! As usual, thanks for the joy and inspiration.

Diane Grant
Gemini
Northern California

U1 FANCY EQUIPMENT WAS MINIMAL

We've got a couple more circumnavigators for you: Tom Hopman, Sally Erdle, and their Venezuelan terrorist kitty, El Gato del Mundo. We left the little island of Bequia in the Eastern Caribbean in March of 1989 and sailed westabout in our '63 Pearson-built Rhodes 41 *So Long*. We took the easy way, through the Panama and Suez canals, arriving back in Bequia in December of '94.

We spent 14 months in New Zealand, nine months in the Solomon Islands, two months in the Red Sea and seven months



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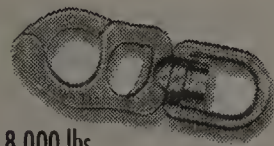
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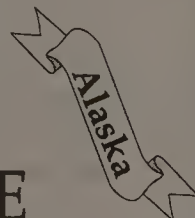


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SWAN 36 ALA (1992): Looking for a truly 'like new' brokerage Swan? This is it. 150 engine hours, radar, swim platform, GPS, autopilot, electric windlass, racing and cruising inventory, and a lavish leather interior. The boat shows no use. Monterey, **\$250,000.**



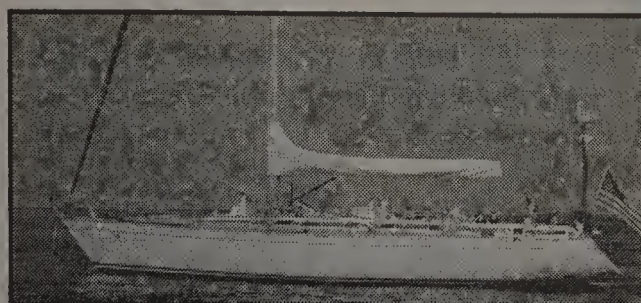
SWAN 391 (1984): Offered by original owner, who is buying a larger Swan. Used for local family cruising and some racing. Since new, it has been continuously upgraded with sails and electronics, including SSB, GPS and weatherfax. Ventura, **\$165,000.**



SWAN 431 (1976): Featuring many upgrades including North sails, GPS, new Lewmar self-tailing primary winches, 110v and engine driven refrigeration, new B&G Network, custom Harken traveller. Newport Beach, **\$125,000.**



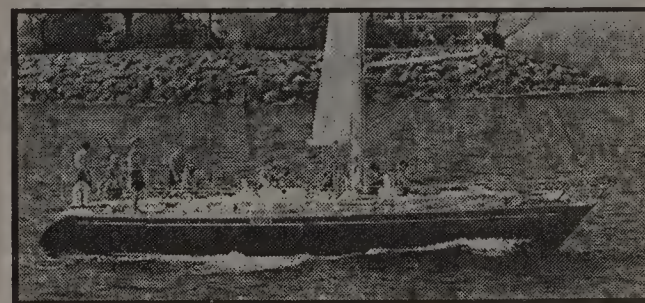
LAFITTE 44 MARINARA (1981): Spacious cruiser w/radar, SatNav, SSB, frig & Treadmaster side decks w/fresh-looking teak cockpit & bridge deck, kept on a lake, shows little use. **LONG BEACH, \$125,000.**



SWAN 46 KARJALA (1985): Consummate world cruiser w/Scheel keel, aft entrance, extra-thick teak decks, SSB, Ham, radar, watermaker, heating, 145 gal fuel. Stunning condition with all systems in exclnt order. New bottom paint/B&G A/P. Newport Beach. **\$339,000.**



SWAN 53 Extended Transom (1987): Anxiously for sale by owner taking delivery of larger boat. Scheel keel, furling mast, & electric winches make this a perfect one-couple cruiser. Professionally maintained, just hauled for bottom paint. In immaculate condition. Newport Beach, **\$540,000.**



SWAN 46 KOOKABURRA (1986): Classic cruiser/racer with tall rig, dark blue hull, and a full set of racing and cruising sails. Overall condition is immaculate. Electronics updated. Watermaker, expanded fuel capacity, leather upholstery. Marina del Rey, **\$369,000.**



SWAN 371 KAHUNA (1980): Holland design with 6 sails, mostly original electronics. While cosmetics need attention, the price is attractive for this extremely popular model. Marina del Rey, **\$95,000.**

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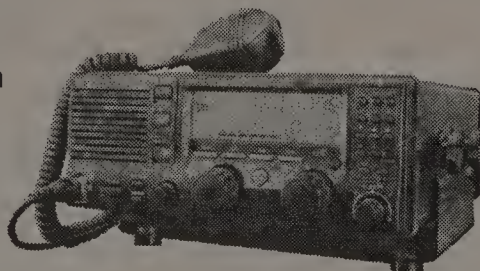


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LETTERS

in Turkey. Rather than trying to see how many different places we could rack up, we tended to find places we liked and then settled in for awhile.

The boat was a champ all the way — thank you, Mr. Rhodes and Pearson! Our fancy equipment was minimal: no ham radio, no radar, no autopilot, no TV/VCR, and no refrigeration. This permitted us the luxury of sailing when we wanted — rather than waiting in ports for parts and/or repairs. We never took on crew, although friends and family joined us occasionally. Our favorite gear was the Aries windvane, the Trimble GPS and a good camera — we're not total Luddites.

We had no problems with our cat — even in new Zealand. All you have to do is play by the rules. What our cat provided us with in terms of amusement and companionship was worth his weight — which is considerable — in a little extra trouble.

We still live aboard, but when Rupert Murdoch — who already owns the *San Diego Log* — offers to buy out our current business, we'll be ready to go again.

Sally Erdle
So Long
Bequia

Readers — Sally is the editor and Tom the head of advertising sales for the Caribbean Compass, "The Southern Caribbean's Monthly Look at Sea & Shore". We salute them for the very fine job that they are doing.

By the way, Tom and Sally, you may not realize that Latitude was started aboard a Sausalito-built Bounty II, the prototype of the Pearson 41. We saw a couple of Bounty IIs in the Ala Wai Yacht Harbor recently, and those Rhodes lines still look sweet.

NO COST — OUR WORK IS GUARANTEED

From time to time I've heard boatowners criticize the work they've gotten done at boatyards, but I know there's at least one yard that still takes pride in their workmanship and reputation. I'm referring to the Cabrillo Boat Shop on 22nd and Minor Streets in San Pedro, where Don and Dwayne Holland are carrying on their father's tradition of quality workmanship.

More than seven years ago I discovered that my Catalina 30 *True Luff* had blisters. So I took her to the Cabrillo Boat Shop, where they made a repair with methods that are similar to those used today. It was expensive but necessary. Last fall I discovered a few new blisters, but didn't think it was a real problem. But when I hauled out this year, the bad news was obvious: the blisters had returned in force!

When I spoke with Don Holland, he told me that this was the only reoccurrence of blisters they'd seen on a boat they had treated. 'Swell,' I thought to myself, 'I'm the one who gets the lucky break.'

But when I asked what the new repair would cost, Holland said, "There will be no charge. our work is guaranteed!"

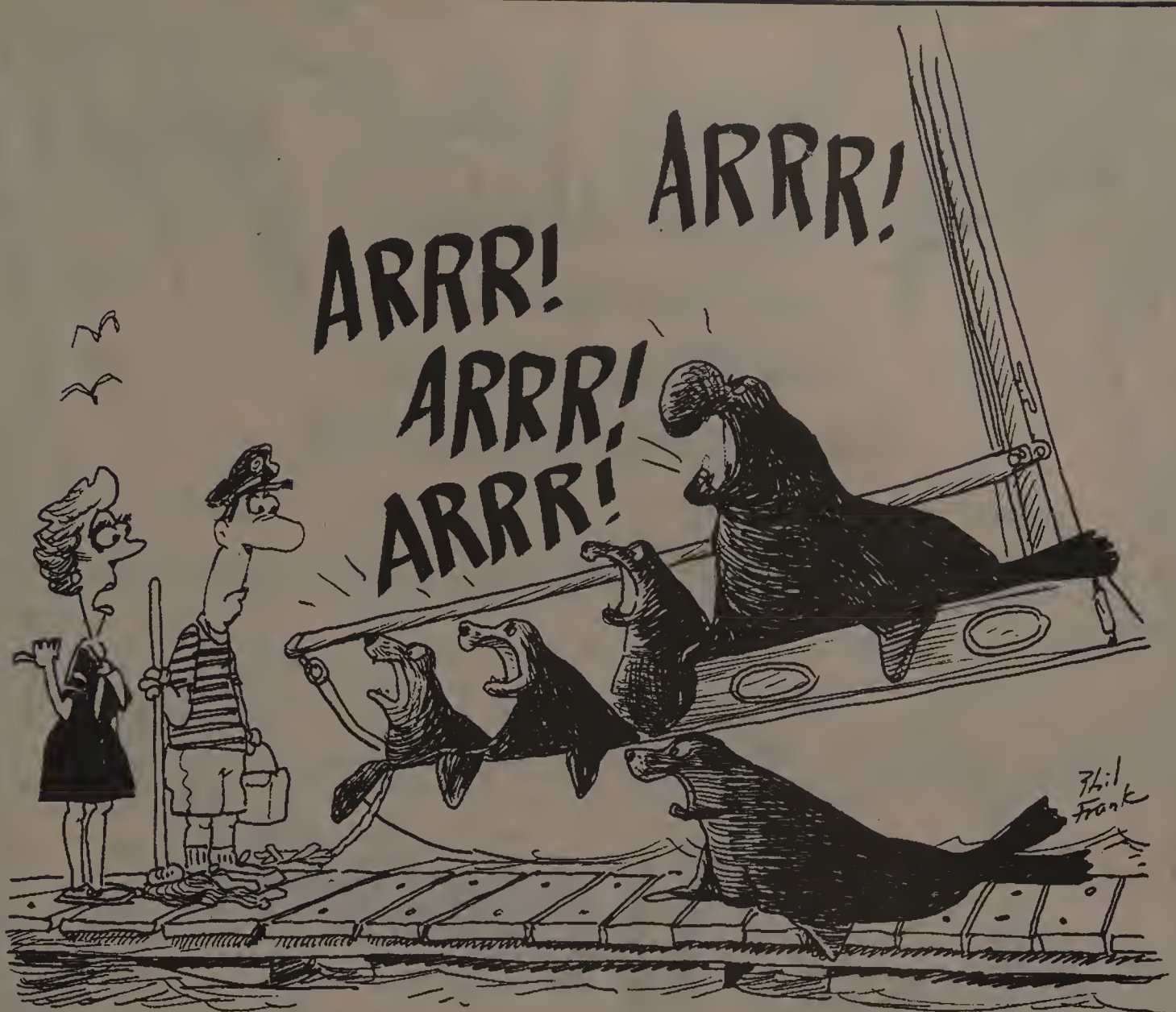
Wow! Is that standing solidly behind your work or what? The project required 10 weeks of time and included labor, hauling the boat, the materials, and bottom paint. Interlux, who manufactured the bottom treatment, also participated in the warranty work.

Cabrillo Boat commissioned my boat in '84, has done all of my maintenance since, and you can be sure they'll be getting my business as long as they're open and I have a boat!

Dale Thompson
True Luff, Catalina 30
Rolling Hills Estates

LIKE AN XMAS TREE AT NIGHT

I read the *Melinda Lee* article with interest, and it appears to me that the real culprit of this tragedy is the current naviga-



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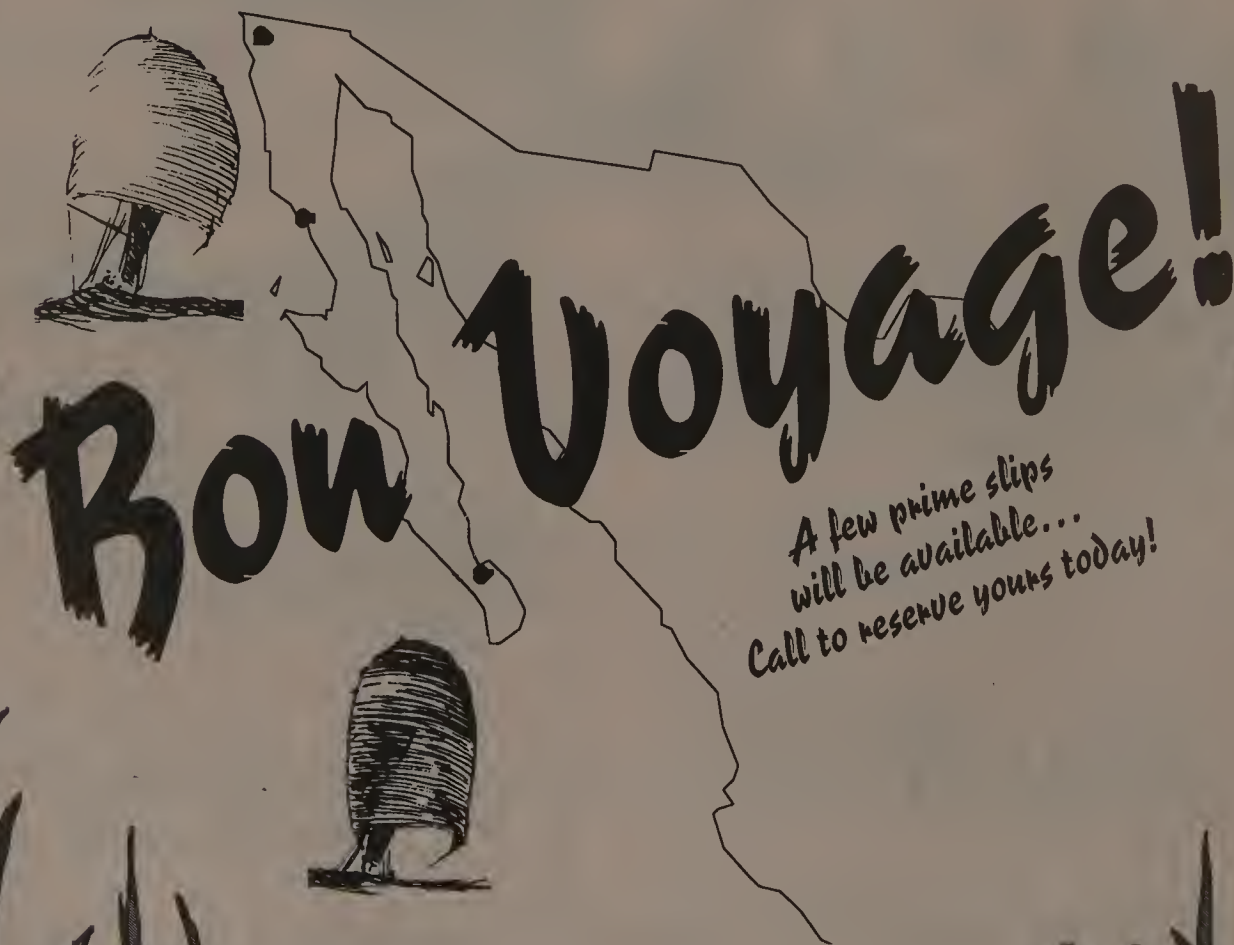
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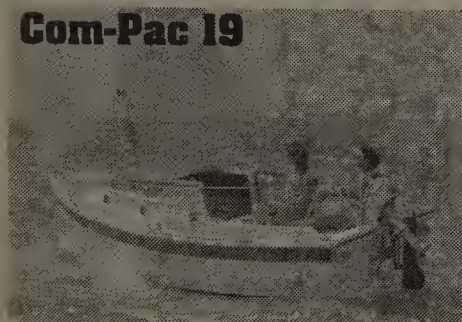
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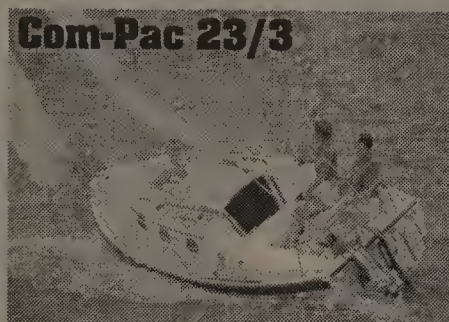
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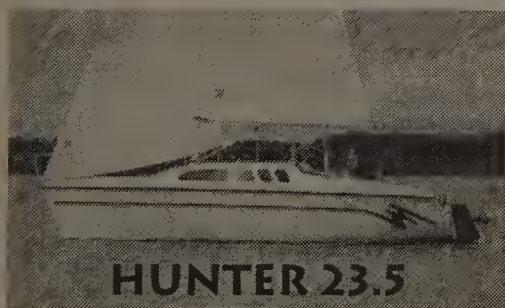


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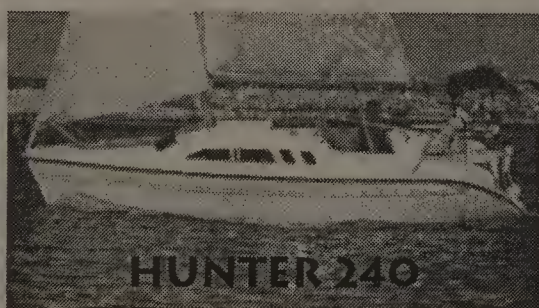


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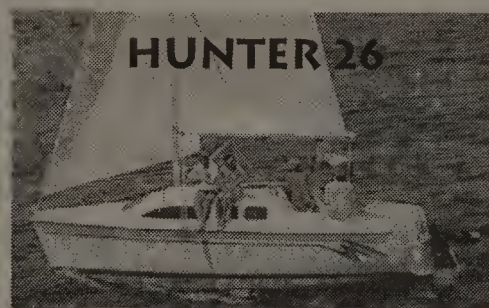
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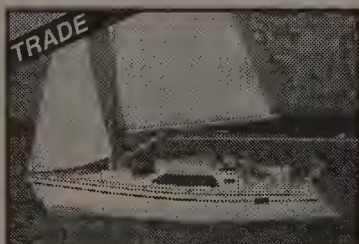
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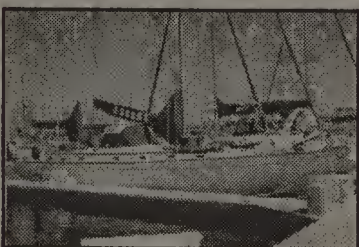
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LETTERS

tional lights on small vessels. Most large vessels are lit up like a Xmas tree at night, and they have range lights which can be spotted much sooner than the running lights.

There needs to be a change made that would utilize the strobe light on top of the mast of small sailboats. The strobe light can be designed to flash as follows:

- 1 quick flash every 30 seconds means starboard tack.
- 2 quick flashes every 30 seconds means port tack.
- 3 quick flashes every 30 seconds means powering.
- 10 quick flashes every 30 seconds means there's an emergency

I'm sure that the above strobe can be designed without any difficulty and the cost would be minimal. After all, airplanes have had strobes for a long time. This can be your campaign after the Coast Guard safety boarding issue is resolved.

P.S. The lawyers will get most of the \$200,000,000.

J. Medanic
San Pedro

J. — We agree that vessel lighting needs to be improved — but we think you've got it reversed. Since every serious mariner we've spoken to agrees that it's the responsibility of the small vessel to get out of the way of big ships, the important thing is to know where the big ship(s) are headed.

You say that big ships "are lit up like Xmas trees." Our experience is that ships that are lit up that way — such as cruise ships — are the worst, because their navigation and range lights are overwhelmed by all the other lights. It's hard to see the navigation lights, so it's hard to figure out what course they're on. As far as we're concerned, the best ships are pitch black except for their running and range lights.

But even these aren't good enough. Shortly after the Melinda Lee tragedy, we proposed that ship navigation lights be made much brighter, and that some provision be made for ships to include some way of indicating an upcoming or ongoing change of course. We still think improvements along these lines needs to be made.

We also believe that small boat running lights need to be made brighter. In any event, all boat skippers should illuminate their mains as much as possible when a ship is headed in their general direction. It's against the letter of the law to have your strobe light going except in an emergency, but we know many skippers who do just that when visibility is reduced. And based on our conversations with ship captains, their sentiment is that small boat skippers should do everything in their power to let other vessels know they're in the vicinity.

HELPER DRILLED THE LATITUDE INTO OUR COCKPIT

After months of cruising Mexico there is nothing quite so inviting as the familiarity of the good old United States. What follows is an example of the effort made to receive some news from home — in this case a copy of *Latitude*.

My husband, dog and I were recently sailing — I should say motoring — north along the coast of Mexico after a superb three month vacation on the Baja peninsula. We'd made it through the 'Cabo challenge' and had briefly stopped into Magdalena Bay for some much needed rest. We then decided to day-hop up to Bahia Santa Maria with our friends on *Equity* and *Abacus*, hoping to make a little more mileage and get a good night's rest before starting the two-day run up to Turtle Bay.

As we exited Mag Bay, we were lined up and evenly spaced like a gradeschool book version of the *Niña*, *Pinta* and *Santa Maria*. *Equity* was a mile ahead of *Abacus*, and we aboard *Southern Cross* were another mile back. It was a pretty day with relatively calm seas and nothing around but a few passing dolphins. So we went on our way, merrily conversing over the VHF.

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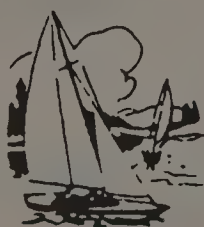
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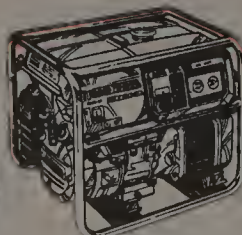
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LETTERS

A few miles outside of Bahia Santa Maria we heard *Abacus* talking with a southbound boat. *Abacus* is always quick to chat with other boats, and we usually capitalized on his friendliness by following the conversation onto another channel. In the old days this was called 'reading the mail', but we call it 'lurking'. In any event, the other boat turned out to be *Strider*, and her captain Jim was taking her south from San Diego to Cabo San Lucas.

As the two skippers discussed weather conditions and destinations, I soon realized that Jim was Jim Elfers, the author of *The Baja Bash*. Since leaving Cabo I'd been re-reading his book like a fiend and quoting it until my husband was sick of me beginning sentences with, "Well, Jim Elfers says we should . . ." or "*The Baja Bash* says we should . . ."

As the radio conversation between *Abacus* and Jim on *Strider* continued, Elfers mentioned that he happened to be carrying a few copies of the current *Latitude* and wondered if we'd be interested. Since we were the last boat in line and Elfers had already passed *Abacus*, he asked if we'd like him to deliver a copy of *Latitude* "air mail."

"Air mail?" We picked up the radio, confessed that we'd been 'lurking', and agreed to take delivery of the magazine. After noting *Strider's* position and following Elfer's commands like clockwork, our two boats sidled up to each other starboard to starboard. As we tried to keep the two vessels steady in the now beam sea, Elfers wound up, then threw the rolled up copies of *Latitude* toward our mainsail. The idea was that they'd roll down the sail and into our hands. Unfortunately, they went screaming over the cabin, under the sail — and fell into the drink on the opposite side of the boat! Fortunately, Elfers still had one more issue left. The second time he drilled the magazine into our cockpit — and almost straight down the companionway.

With friendly waves and radio clicks, we became the proud owners of the June '97 *Latitude*. Our buddy boats, who had been listening in on our radio transmissions, were impressed with our success and with our meeting a cruising 'celebrity'. We appreciated this small taste of home, even though we were just days away from the border. With many watch hours ahead of me, I read more of that edition of *Latitude* than any other. Then I passed its well-worn pages on to our fellow boaters, who were also looking forward to getting to review boating life back home.

Dea Cantu
Marina del Rey

Dea — Elfers is a good guy who has been a big help in making the Baja Ha-Ha run smoothly at the Cape.

NOT SALT HORSE AND PLUM DUFF

In the interest of getting a good old argument going, I feel obliged to inform you that you have made an error in your July assertion that the *USS Constitution* is the oldest commissioned naval vessel in the world. That honor resides, of course, with *HMS Victory*, ordered in 1758 — the same year as Lord Nelson's birth. *Victory's* keel was laid on July 23, 1759, and she was launched on May 7, 1765 — although she was placed in reserve for 13 years. She first saw action in the American War of Independence.

By comparison, the *USS Constitution* was launched in 1792, some 27 years later.

Many of my American sailing friends love to jump on the above statistics and tell me that *Constitution* is still in commission and is still in service. Let me also lay that hoary old one to rest: *HMS Victory* is still the flagship of the Second Sea Lord, Royal Naval Home Command, and has a complement of serving naval officers and crew. What they are serving right now, mind

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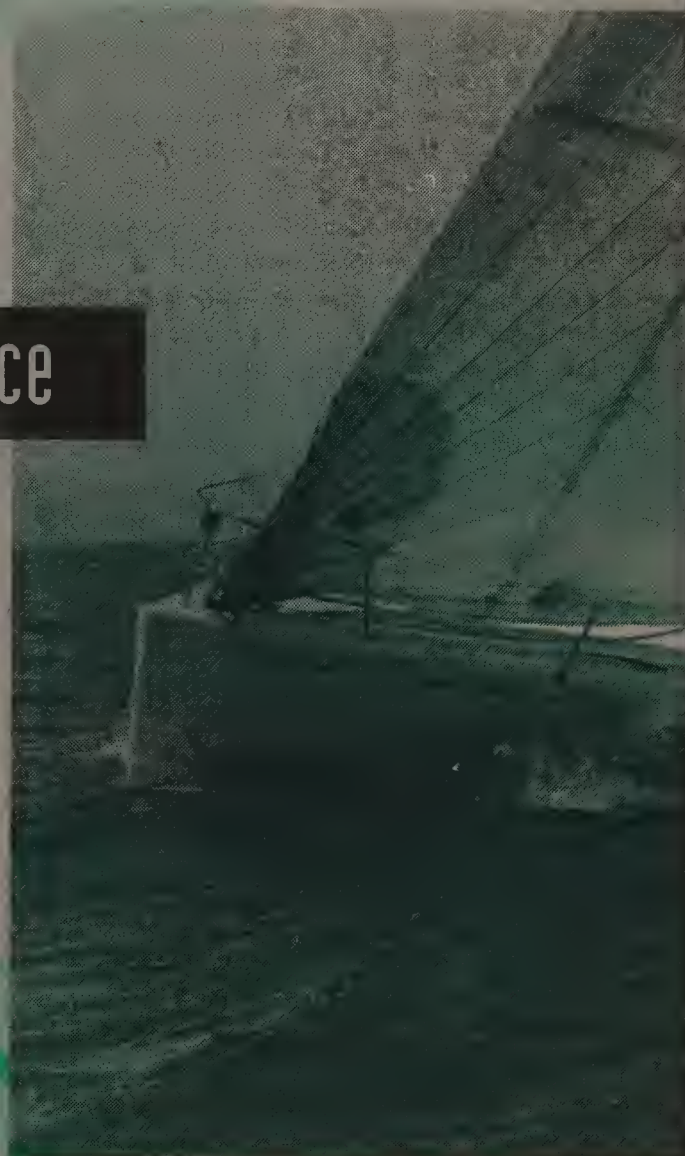
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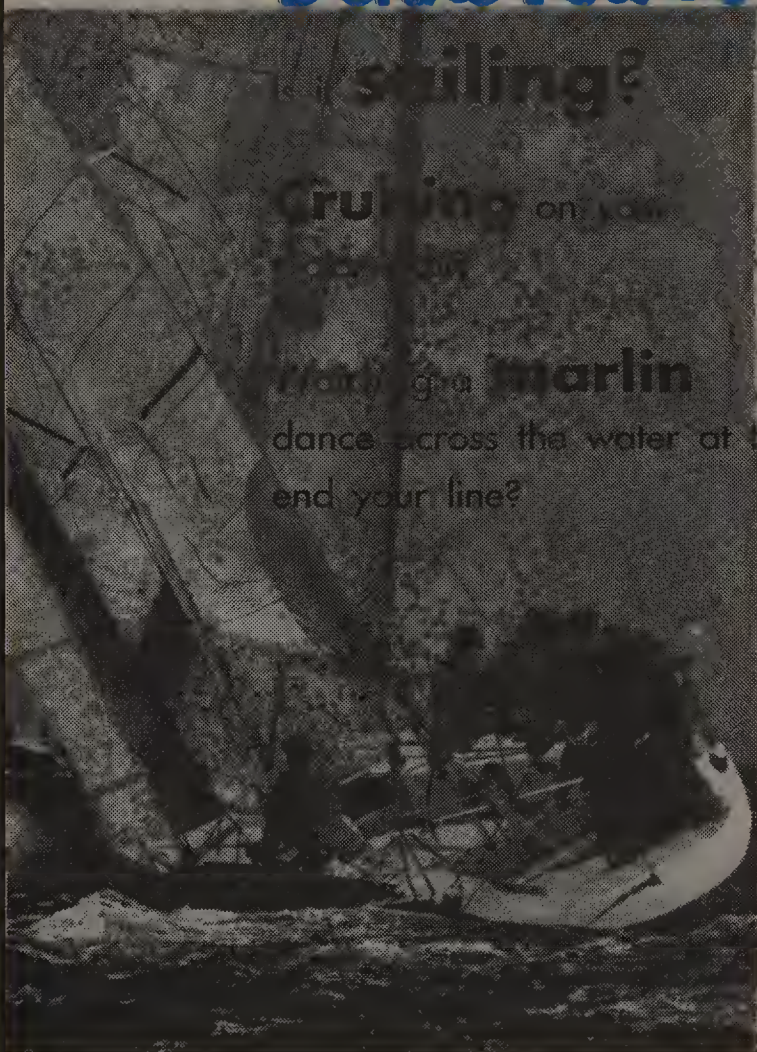
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Congressional Cup, Long Beach Yacht Club, 1996. Photo by Geni Canser.

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LETTERS

you, is probably not salt horse and plum duff.

Perhaps the only real distinction in this discussion is that Victory's flag was taken from her after the Cape St. Vincent action, and used as a prisoner of war hospital ship for three years. I understand that *Constitution*, on the other hand, has been in continuous commission, and could rightly be called the oldest warship 'still afloat'.

Victory presently lies in drydock being refitted, and should be ready by the year 2005. Don't forget that *Constitution*, like all wooden vessels at some stage in their careers, has also spent time in drydock. For those interested, see <http://www.computlink.co.uk/~flagship/victory.htm> for the official HMS Victory web site.

Back to the 'good old argument': I say that if Victory had ever met *Constitution* in action, 'Old Ironsides' would have had a real fight on her hands, and would probably have suffered her first loss. After all, it would have been 104 guns to 44!

Ray Thackeray (a Brit, of course)
Alameda

HAIRY AND LOYAL CREWMEMBER

Somehow our 70 pound golden lab/shepherd mix Buffy just won't take me seriously when I talk to her about using the Porta-Potti — but then my co-captain Bess won't either.

At present, we're all happy day sailors on our trailerable, water-ballasted Catalina 250. But we have a 'sitting' agreement that whoever shall first use the Porta-Potti shall also have the obligation to remove, tote, clean, and return the same to its position of importance! Consequently, the pristine shrine has never been blemished.

I veer from my course. This letter is actually a question for all those cruising sailors who have recognized the outstanding benefits of a hairy and loyal canine crewmember. The question: When you're on the water for days at a time, how and where does 'Spot' do the squat?

Bill Atkins
Brush Prairie, WA

Bill — The concept behind the Porta-Potti is good; provide a home-like appliance on which to, in your words, 'squat'. The reality is that once you've had to empty a Porta-Potti, you look for a better solution. To our thinking, that better solution is to line a bucket with a plastic bag and do your business into the bag. You close the bag, seal it, and then seal it inside a second plastic bag. This gets stored until you can get to shore and properly dispose of it. Sure, it's a little inconvenient and weird the first time you do it, but it's less inconvenient and weird than dragging around the bottom half of a Porta-Potti. At least in our opinion.

It goes without saying, of course, that we mariners do not dump #2 into the waters of the Delta, the Bay or within three miles of the coast. First off, it's unhealthy to poop where you play, and secondly it's against the law.

As for the hows and wheres of a dog doing his/her business, we'll leave that advice to our numerous readers who happily cruise with canines.

I WOO WOMEN WITH MY TROMBONE PLAYING

I've sailed a Pacific Seacraft Mariah — which I completed from a bare hull — for 20 years now. I am a dynamic figure, often seen scaling walls and crushing ice. I write award-winning operas and manage time efficiently. I woo women with my sensuous and godlike trombone playing. My deft floral arrangements have earned me fame in international botany circles. The laws of physics do not apply to me. Children trust me. All the above notwithstanding, I fail to comprehend the end results pertinent to my patronizing one of the boatyards that ad-

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*Autopilots are divided into A. Under deck and B. Cockpit mounted models: Cockpit pilots are not recommended for heavy work. The *West Advisor* in West Marine's catalog recommends them only if you have back up models, a windvane or a strong preference for hand-steering.

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LETTERS

vertises with you in regard to a complete diesel engine rebuild.

Not wishing to name names other than my own, suffice it to say that I went — was towed — to a small boatyard after the engine in my *Vela* seized in San Pablo Bay due to owner stupidity. I had neglected to torque the oil drain plug correctly, and the whole load of lube landed in the sump and deep bilge. Margaret and I sailed her on back to our home dock at Brickyard Cove. The following day, the boatyard towed her to their facility for what would be a three-week stay at their yard.

The engine was pulled and bench-rebuilt from the main bearings on up to new valves — practically all new moving parts. When the happy day finally arrived to end the job, I merrily cast the lines off to motor home. Some 30 minutes later, while entering the breakwater into Brickyard Cove, the engine started to run erratically — and then stopped. Hmmm, this was the same thing that happened in San Pablo Bay. What the hey — this is a new engine!

I checked the oil, which looked all right. Nonetheless, I decided not to try to restart the engine, but rather sail to the Richmond YC dinghy dock — where I had a beer with one of the stalwarts to calm my normally glacial nerves. Then I got a tow down the winding channel to my dock.

The following Monday, I took my garage door clicker to the yard and explained the situation. The engine had failed and there was water in the catch basin beneath it, I explained. Later that morning I got a call saying that all had been made good; there was air leaking in through a loose fitting on the fuel pump causing the engine to stop. Apparently it had not been torqued per specs. Hmmm.

When I asked about the water beneath the engine, I was told it was fresh — "probably from when we hosed down the boat prior to your leaving." Hmmm, fresh water inside the boat under the engine? Well, maybe they left a cockpit seat open whilst hosing her down.

The next weekend, with joy in our hearts, we made preparations to sally forth with a couple of trusty mates from the Richmond YC for a Memorial Day cruise. I leapt aboard in a single bound, stowed the goods, and started the diesel. It ran erratically and stopped — with seeming disregard for the fact that I breed prize-winning clams! I further noted that the cooling water lamp was also coming on. I leapt below only to discover that the sump basin under the engine was now full and overflowing into the deep bilge — and it was saltwater rather than fresh! Well, we told one and all that — not trusting the propulsion — there would be no festivities on the good ship *Vela* that day.

The following Tuesday I repaired to the yard, clicker in hand, and vented in no uncertain terms. A mechanic and I returned to the boat that morning. His diagnosis: 1) The engine failed again due, this time, to air leaking into the injector pump. Apparently it was not torqued per specs. Hmmm. 2) Water in the sump was found to be coming from a petcock on the engine block that "must have come loose cause we ran the engine and didn't notice any water." Apparently it had not been tightened correctly, and was allowing the trusty water pump to fiendishly fill the hull with the Bay.

There are just a few more pesky details germane to the gnawing feeling that, well, sometimes I just don't know: 1) I had the water pump rebuilt. It was reinstalled without the previously fitted in-line strainer. When I questioned this, the yard's response was, "The one you had put on was not suitable for the purpose." So it was just left off — no advising the lummo owner to authorize a new one. 2) Upon delivery to me as seaworthy, the cooling alarm no longer worked. Only after I, not the mechanic, furrowed my brow, the sending unit was replaced as well as the corroded terminal connected to it. 3) The lube oil alarm was also not operational upon delivery to me. When I



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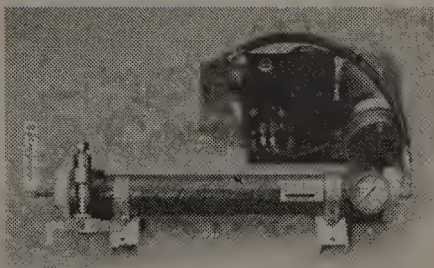
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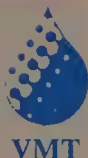
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LETTERS

brought this nagging detail to the yard's attention, I was told, "If the light on the right side of the panel — there are three in a row, but the stenciling is all worn off — goes on with the key, off upon starting, and on when shut down, it's just fine." Well, I got hold of a shop manual and, by gosh, the lamp he was referring to is the charge lamp. 4) I had rigged a safety line on the linkage controlling how much the diesel could be accelerated by the lever near the cockpit sole. I noted with dismay that it had not been rerigged after the rebuild. I requested the mechanic in attendance at my home the second time if he could be so kind as to rerig it upon gaining concurrence from the diesel that it would in fact run.

Well! The yard owner called me on the carpet for that! "Don't you know that the speed of the diesel is controlled by the pitch of the prop?" he asked. "We'll just haul her out and add some pitch according to how fast she'll run with the fuel all the way on and how many RPMs she's turning. Just don't turn her faster than 4000 RPM. We could be liable by using your method of restraining the linkage in case a ship is bearing down."

Well, by now I figure it's time to check things out. A diesel controlled by the prop. Hmmm. So, back to the manual — which indicates that the diesel is, in fact, governed by a built-in governor, which apparently had not been checked for proper and safe operation during the rebuild process. Hmmmm.

Anyway, *Latitude* prints a lot of 'orchid' letters from happy faces with respect to their beloved yards. I hope you see clear to print this; I would love to see even an anonymous rebuttal of that set forth above, 'cause — sometimes I just don't know.

Thanks, this has been cathartic.

Thomas Ransom Tighe
Vela
Point Richmond

Thomas — We hate to cast judgement without having heard the other side of the story, nonetheless, we feel it's an excellent idea for the owner to insist, as part of the deal, that he and the mechanic — after the engine has been rebuilt — take the boat out for an hour of vigorous motoring.

↑↓ HIS SIX MONTH TRIP

It occurred to me that we might have a Northern California 'mini-Guinness world record' here. If you guys don't know if the following is a record, perhaps some of your readers will. Either way, it would be fun to know.

Last week, John Burgers, my father, completed a single-handed sailing trip from Santa Cruz to the Sea Of Cortez and back. No record there, as I'm sure that lots of singlehanders have done similar or longer trips — and probably in boats smaller than his Sun Yacht 27 *Sweet Corinne*.

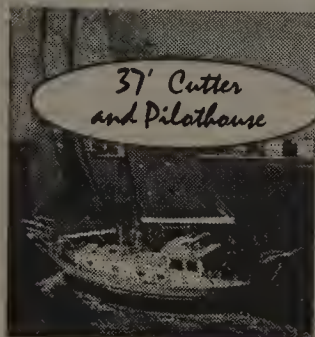
During his six-month trip, Dad did the 'Baja Thing' as he crossed the Sea of Cortez six times. In the process, he went through three autopilots and a GPS. He also blew out his mainsail twice, once at Punta Canoas and once at Conception. He took one knockdown and got side-swiped by a jet skier at what he calls 'Cabo San Pukeas'. Twice he had to make round trips by bus from Turtle Bay to San Diego in order to replace the autopilots and other cruising gear. But there's no record here, as his troubles were few compared to some others who've covered the same ground.

The possible record doesn't have anything to do with speed, either. On his way south, it took him a week to sail from San Diego to Cabo. On the way north, it took him a month to beat his way back up — not counting the bus ride to San Diego or six days hiding out from gale force northwesterlies at Bahia San Carlos and Turtle Bay.

What just possibly could be a 'mini-Guinness' is that Dad

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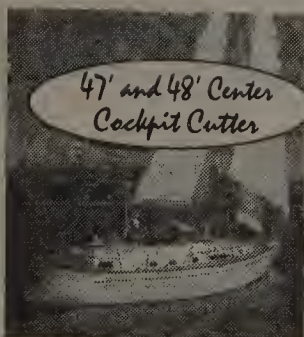
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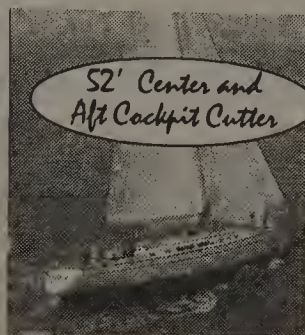
37' Cutter and Pilothouse



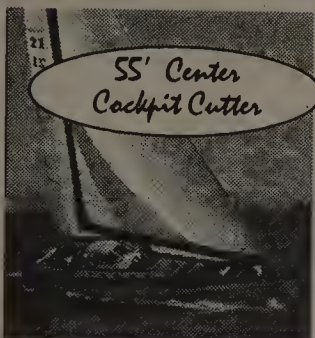
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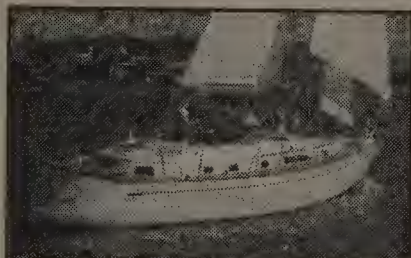
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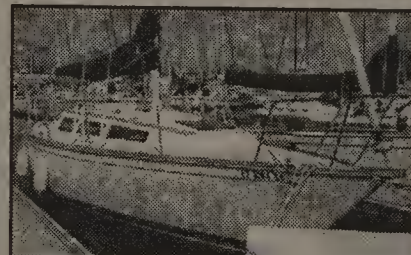


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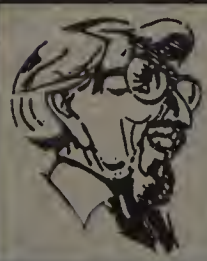


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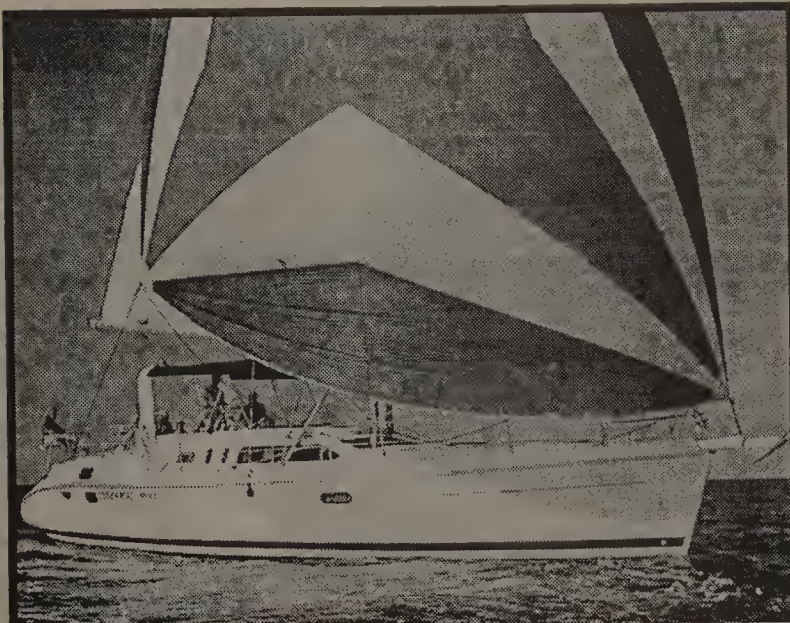
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LETTERS

was born on December 5, 1920 — which makes him 76 years old — or young, as the case may be.

Someone at *Latitude* or some readers will most likely know of some nutty geezer 10 years older who made the same voyage in a birchbark canoe, blindfolded, paddling backwards with one arm tied behind his/her back, but I thought it would be fun to ask anyway.

Karly Dotter
Santa Cruz

Karly — We can't say for certain whether your dad established a record for the oldest guy making a long distance singlehanded cruise — but we doubt it. Some of these old salts just keep cruising and cruising. You don't hear about them that often, however, because they tend to stick to themselves and avoid the limelight. No matter, we salute your dad's superlative effort.

When it comes to cruising couples, however, we suspect we know who owns the record. During a Sea of Cortez Sailing Week in the early '80s, we met an 85-year-old man and his 84-year-old wife from San Diego. They'd been cruising for the better part of 40 years, and were on their way to New Zealand — again. The man confessed that his mind wasn't as sharp as it had once been, but his grip was like that of a vice. As for his wife, she joined the volleyball game! Their names escape us at the moment, but they had a steel Lapworth 44 with a yellow hull.

⇓FOOTSTEPS ON THE CABINTOP

Reading the August article about Desolation Sound reminded me of the dock at Owen Bay that's reputed to be haunted.

Located on the north side of Desolation Sound, Owen Bay is normally approached through the Hole-In-The-Wall Bay on the west side of Calm Channel. You cruise up Calm Channel toward Yaculta Rapids as tidal slack approaches, then dodge into the Hole-In-The-Wall Bay for about five miles, then scoot through the narrows between Etta Point and Springer Point. Once clear of the narrows, the mouth of Owen Bay is about 1.5 miles on the starboard side. A note in the *Marine Atlas*, Vol. 1, indicates that all facilities are reported closed. The chart indicates the water depth at the face of the dock to be eight feet.

One couple said that they were tied to the Owen Bay dock when they heard footsteps on their cabintop in the night. But when they looked out, nobody was there. They said this occurred a second time, but again there was nobody there. After a third similar occurrence, they motored to the north end of the bay and anchored with other boats.

I wanted to check this out for myself, but my wife vetoed even going into Owen Bay. However, for visitors to Desolation Sound, it might offer a little spice.

Tom Bowers
Nipomo

Tom — It's common knowledge that ghosts and phantoms prefer a damp and misty climate such as found in Cascadia. Spirits and apparitions, on the other hand, prefer the bright days and warm nights of the tropics.

When a ghost's footsteps on the cabintop becomes too annoying, we usually sprinkle a little salt on the deck just before hitting the sack. Ghosts hate salt on their feet because it gives them a condition similar to jock itch in humans, so they'll immediately flit off to some other boat.

⇓MAYBE I'VE BEEN LIVING IN L.A. TOO LONG

I recently began looking for a used Autohelm self-steering auxiliary rudder windvane. Used ones are sure hard to come by, so I posted 'Autohelm Wanted' notices on boats that already

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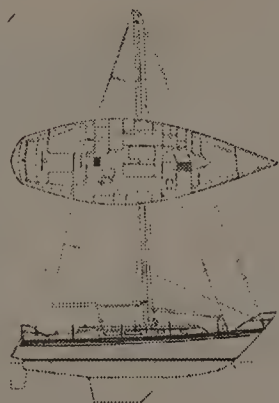
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LETTERS

had them installed. Even though most of these boats looked as if they hadn't gone to sea since the early whaling days, I didn't get much response. The few owners I did speak with, however, had wonderful stories to tell about the times they'd relied on their Autohelms to steer their boat. I didn't need to be convinced about the quality of this particular unit, but it was reassuring to know that others thought highly of it also.

Purchasing a new unit was an option, of course, but I was already over my cruising budget and I was searching for ways to cut expenses. So I placed several ads in boating magazines — including *Latitude*. I then received a call from Kelly Marine in San Pedro, which sells all kinds of boating items on consignment. They had an Autohelm unit like I wanted in perfect shape and at 1/3 of the new price. Everything was there and in good shape — except for one corroded piece that needed replacement.

So I called Scanmar in Richmond — which now sells the unit — and spoke to a helpful guy named Greg. He told me that the part I needed was not sold separately, but was part of the upper stock of the vane. I assumed this meant I'd have to buy a whole new unit! Then Greg surprised me by saying he'd send the part down — if I didn't mind drilling the two required holes so it would fit my unit. When I asked how much for the part, he said it would be free. Free! Isn't that great? Scanmar gave me a needed part for a system that wasn't even theirs at the time of manufacture.

Is it any wonder I would highly recommend the Autohelm brand windvane and Scanmar Marine for both their products and support staff? This is the way business should be conducted, but rarely is. Maybe I have been living in Los Angeles too long.

P.S. I'll be cruising south this fall — although not at the Ha-Ha pace — and have nearly completed the tasks at hand. I look forward to crossing paths with all '97 Baja cruisers.

Jim Barden

Ann Marie, Morgan Out-Island 28
 Santa Monica

Jim — It's easy to be hard on L.A., but there's some pretty fine marine suppliers down south, too.

⇓ CERTIFICATE OF INSPECTION

On July 21, 1997, the schooner *Ka'iulani* received a USCG Certificate of Inspection permitting her to carry passengers for hire. *Ka'iulani* consistently seems to attract the best, and I sincerely want to acknowledge and thank the many good people who helped us through the 15-month bureaucratic ordeal to get the certificate.

Special thanks to singlehander Todd Chocholaty, who put off his retirement from the sea — a woman was involved — long enough to produce the required drawings and spearhead the modifications; to Scott Rhone for his endless hours upside down in the engine room and bilge; Frank Shirado of the steam tug *Hercules*; and the crew and the dedicated band of volunteers who kept her teak, varnish and bronze looking good.

I also wish to express my gratitude to the family of the late Capt. Russ Kneeland, who commissioned Bill Crealock to design *Ka'iulani*; John Freiburg and Howard Wormsley of Coaster Boat Works, her builders; and Bill Kinne of Marine Electrical Systems of San Diego for the outstanding construction of the most exciting ship I've been privileged to sail. You will always be welcome aboard.

I also apologize to those I haven't named, but appreciate you just as much.

As for the general public, we've had to turn down many people who asked to charter the 85-foot schooner during this period.

Come Sail With Us!

For the umpteen thousandth time you drive across the bridge on a bright, spring day, gaze at the sailboats and promise yourself this is the year you're going to start sailing! But how? Rushing out to buy a sailboat seems a bit impetuous when you don't even know if you're going to like it. Sailing lessons might be a good first step, but then what? A good sailing club can get you off on the right foot. We humbly suggest you check out Club Nautique for the following reasons:

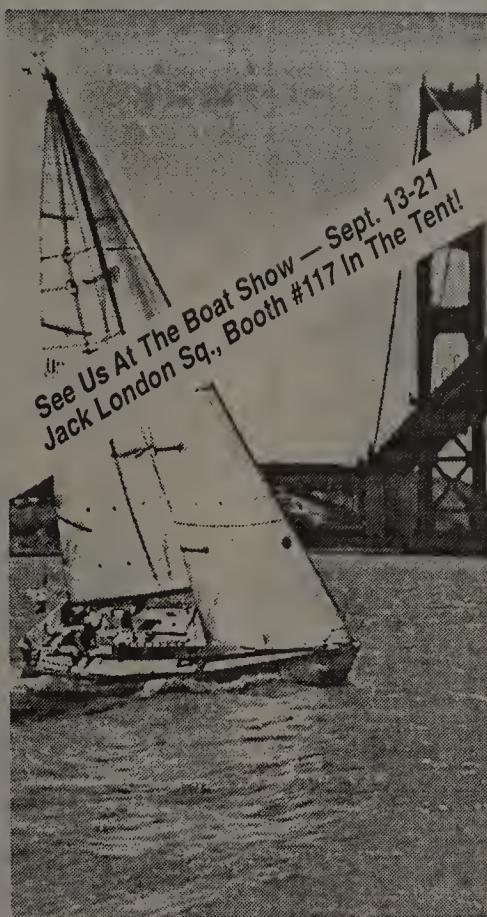
• **Award Winning Sailing School** — Club Nautique offers *US SAILING* certified instruction from Basic Keelboat through Offshore Passage Making. Classes are taught by US Coast Guard licensed and *US SAILING* certified captains who have passed a rigorous screening process and are chosen for their teaching and seamanship skills. Our instructors are a team of professionals with hundreds of thousands of miles of experience, standing ready to show you the way into sailing, chartering, world cruising or racing.



• **Guaranteed Instruction** — We are so confident in our sailing school program and instructors, we *guarantee* your success. If you do not receive your *US SAILING* certification, your instruction will be **FREE** until you do pass. Ask for a copy of our written guarantee for details.

• **Best Fleet On The Bay** — If you've visited sailing clubs with fleets that look like "Rent-a-Wreck" of the waterfront, you haven't visited Club Nautique. We have more, bigger, newer, better maintained and better equipped boats than any other sailing club in Northern California. Nobody else is even close and a visit to either our Alameda or Sausalito locations will prove it. We're proud of our fleet and will gladly show you through it so you can judge for yourself. Oh, and one last thing; as a member, you save a full 35% on your charters.

• **Two Locations To Serve You** — The two most popular sailing bases on San




Francisco Bay are Alameda and Sausalito for lots of good reasons, like weather, ambience, support facilities, and convenience to the best sailing. Locating our bases at sailing's two most popular spots just seemed like the smart thing to do.

• **Weather** — No, we can't actually control the weather, but at least we've located our clubs where the weather is the best on the Bay. It's nice to enjoy sunshine rather than fog and it's nice not to get blasted by the wind the moment you poke your nose out of the marina. Once again, we invite you to visit us and decide for yourself.

• **Two Memberships For The Price Of One** — If you want to cruise, race or socialize, we're the only sailing club that does it all. As a member of Club Nautique, you are also a member of the Ballena Bay Yacht Club. So when you're harbor hopping, you'll be able to visit other yacht clubs and enjoy their hospitality — guest dock, restaurant, bar, etc. It's a great way to cruise!

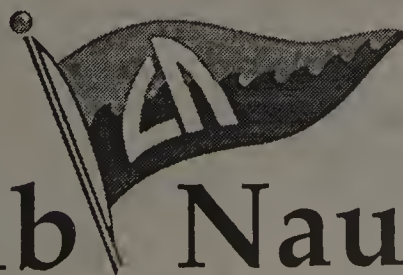
• **Yacht Purchase Account** — We are the only sailing club on the bay with its own yacht brokerage office and dealership, so if one day you decide it's time to stop chartering and start owning, every dime you've paid in dues can be applied to your new boat.*

• **Vacation Charter Discounts** — We have our own in-house charter broker dedicated to serving your sailing vacation needs from Tahiti to Turkey. We are the only sailing club in the country with a direct link to The Moorings' reservation system, so not only do you  **The Moorings** get up-to-date information, with just one call, you get a membership discount.

• **FREE Refresher Training** — If you select an "Unlimited" membership, you'll be able to repeat a class* or take review classes at no charge whenever you feel rusty or need to tune up your sailing skills. It's like having a club pro at your disposal, only it's **FREE**!

• **We Do It All For You** — There's a monthly newsletter, seminars, frequent sailor discounts, cruises, parties, discounts on boat show tickets, races, and more... too much to list here. In short, Club Nautique can help you with just about every aspect of sailing, from getting started to cruising around the world — all at your own pace and tailored to fit your budget. Call us for a free brochure or better yet, stop by today for the full tour!.

* Certain restrictions apply. Ask for complete details.



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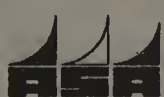
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LETTERS

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Rob Michaan
Discovery Yacht Charters
Sausalito

Readers — Getting a Certificate of Inspection from the Coast Guard is said to be as hard as sailing an El Toro to the Farallones in a gale.

⇓HOW DOES JOE REEF IT?

In July's *Sightings*, there's a sketch of a plan for a downwind sail that Joe Davison uses on his cutter. I think I see how to raise the sail — but I can't figure out how he can reef the top sail with the stays I stay attached. I've looked at the drawing and tried to imagine it on my cutter, but I still can't figure it out.

Can anyone else look at it and tell me if I'm missing something? I'm actually interested and would like to try it here in the Straits of San Juan de Fuca.

Bill Wilfong
White Wings
Port Angeles, WA

⇓THE CHARITY THAT PROVIDES SAILBOATS

I'd like to know where to find those bargain boats that poor folks, who have a yen for the sea, can buy. Is there some charity that provides sailboats for poor and/or disabled folks?

Most sailboat owners that I know have more money than they need, but there are a few people that would like to be sailing but can't afford it. If you have any info on this terrible injustice, please e-mail madinventor@telts.org. Yes, some poor and/or disabled folks have e-mail.

Bob
Cyberspace

Bob — Size counts. How big a boat and how big a bargain are you hoping for? If you're not looking for a lot of brass and glass or the latest ultralight, you can get a lot of boat for a little money these days. By the way, we assume you're familiar with the sailing programs for the disabled.

The following is for everyone: We're going to cut way back on letters than don't give some city as a personal hailing port. We don't care if you're coming to us from cyberspace, you have to log in from somewhere, and we want to know where it is.

⇓A LAWSUIT I CAN GET BEHIND 120%

Thank you for reprinting the *Melinda Lee — Analysis of a Tragedy* article. After reading it, I came to the startling realization that I truly am an American, for here is a lawsuit that I can get behind 120%!

When the case between Judith Sleavin and the *Pan Grace's* owners and operators goes to trial in November, I hope a jury throws the book at the defendants. Although I abhor the volume of senseless litigation that pervades American courts, for the first time an issue has hit home enough for me to feel that a huge penalty against the defendant might do some good.

Any award that Judith Sleavin might win, of course, will do nothing to erase the horror, the heartbreak, and the material damage that she has suffered. Anybody knows that, but perhaps I know a little bit more than most about boat-related losses. For two years I cruised Mexico and French Polynesia with my husband and son aboard our beloved 45-ft cutter *Oracle*. Then we lost her on a reef at Caroline Atoll in 1994.

The total loss of our boat, home, lifestyle, and dream obviously can't begin to compare with the loss involved with the *Melinda Lee*. Aside from the probably insurmountable proposi-

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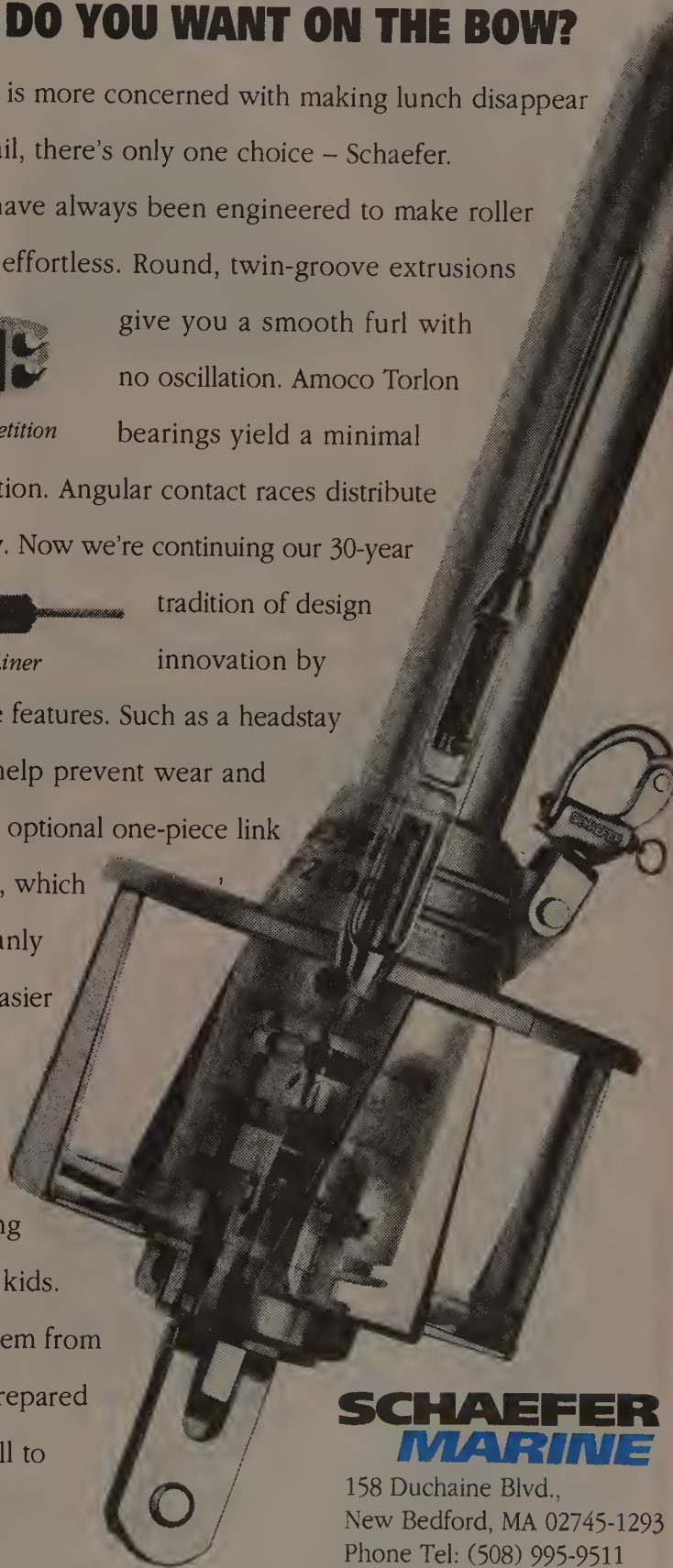
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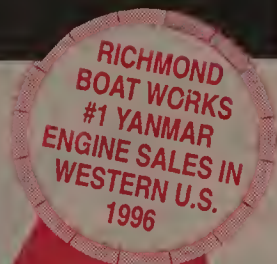


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LETTERS

tion of 'getting on with life', Mrs. Sleavin — and the cruising community at large, now that the story has come out — must recover from the incredible lack of accountability on the part of shipping companies with regard to other vessels on the ocean. The fact that *Pan Grace's* owners have taken the position that "damages, if any, were solely caused or contributed to by negligence on the part of" the Sleavins, illuminates the gross degree to which 'the big guys' absolve themselves of responsibility.

It has to be remembered that the collision of these two vessels resulted in a dramatically different degree of damage to the participants. On the one hand there was the loss of a husband and two children, home, as well as mental and physical faculties. On the other hand there was spilled coffee, interrupted sleep, a course change or two, and some scraped paint. The *Melinda Lee* case perfectly illustrates how it's possible for one huge vessel to inflict devastating damage to another that couldn't possibly have hurt it. It's a miracle that Judith Sleavin survived to cry 'foul'.

All along cruisers have known that the potential for a devastating collision with a huge ship has existed, and most take extra precautions to prevent such an occurrence. 'He's bigger than me, so let's get out of the way' is the stance that most cruisers take — ourselves included. And well they should.

But why should the burden of responsibility fall so disproportionately on the little guy? Since the sea is shared territory, shouldn't parties using it — regardless of their size and use — bear equal responsibility for the prevention of collisions? Perhaps if the shipping companies are dramatically affected after such a collision — I'm talking a big hit in their wallets — they'll begin to see the need and take responsibility for their actions. So far companies haven't suffered enough for their negligence in preventing collisions to make any real effort to prevent others in the future.

I applaud Judith Sleavin for bringing suit against the owners of *Pan Grace*, and will be anxiously awaiting the trial and hoping that major damages will be awarded. Maybe it will be a decisive step in the direction of making the sea safer.

P.S. My husband Russ and I are 'getting on with life' by building a 45-ft cruising boat in our backyard in Hayward. We hope to be back at it in about five years.

Carrie Fewell
(formerly) s/v Oracle
Hayward

Carrie — We feel so, so badly for Mrs. Sleavin, whose life, we can only assume, is the very definition of 'hell'. May God grant her just a little peace.

It's true that it's not fair that smaller vessels suffer more in collisions than do big ones — but who said life was fair? We operate on the assumption that ships are lurking everywhere just waiting for the opportunity to deliberately run us down. We think it's the only sensible assumption for skippers of small vessels to make.

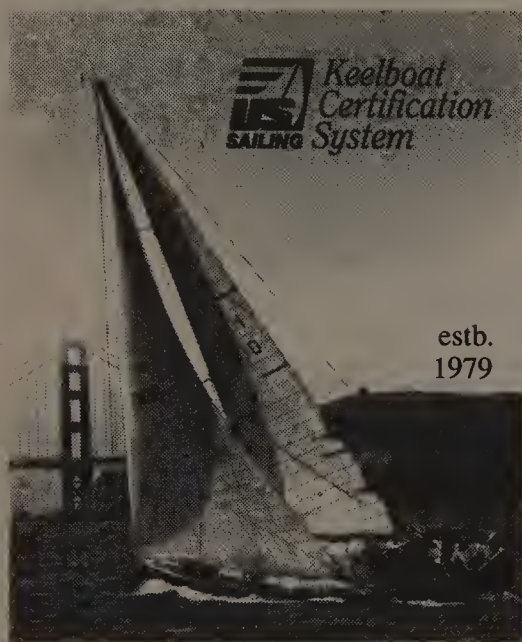
THE REPAIR OF OUTERWEAR

I recently had the gaskets replaced on my five-year-old Henri Lloyd dry suit at Outerwear Repair in Southold, New York. I had searched for a place that would do this work at a reasonable price, and was delighted to find this option. They did an excellent job at a reasonable price within the time frame promised.

I would highly recommend Outerwear Repair to anyone hoping to repair damaged foul weather gear or looking to replace their aging rubber gaskets. They offer free evaluations and estimates — you cover the shipping — and are authorized by a number of the leading manufacturers.

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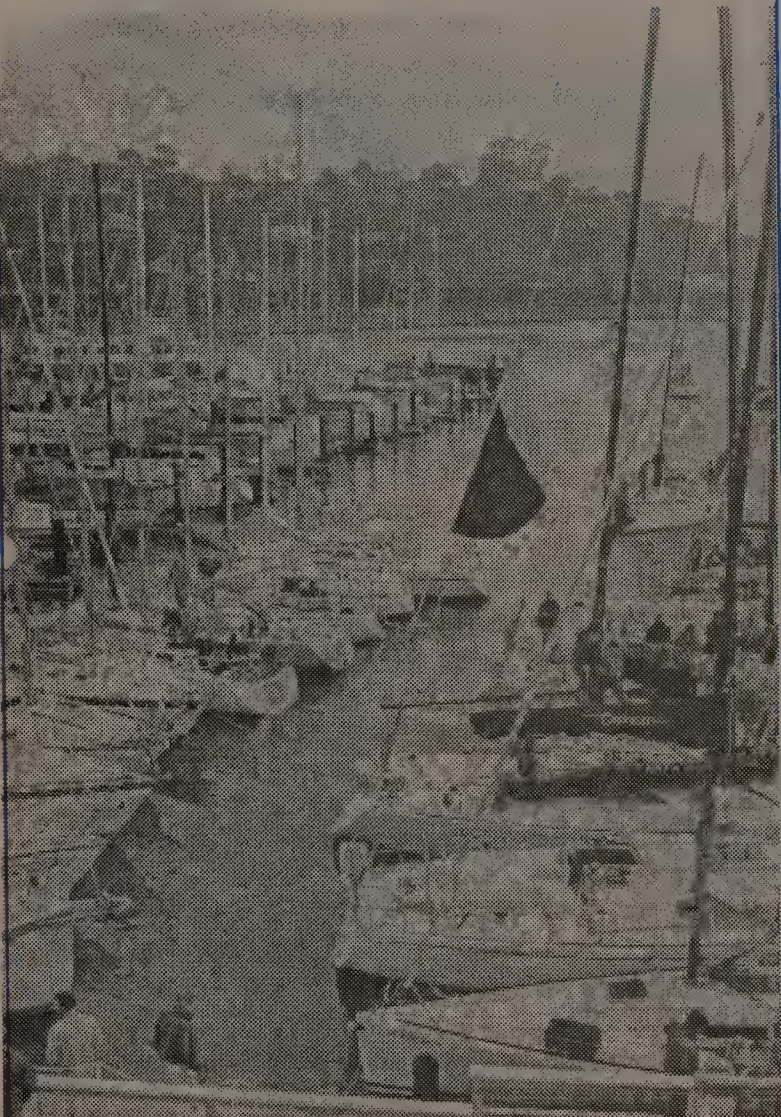
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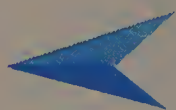


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Nick Gibbens
San Rafael

⇓A FOREIGN CONCEPT

You've been doing a great job collecting stories about circumnavigations with a Bay Area and/or West Coast connection. Here's another:

Jameel Adnan is the only Saudi Arabian, Arab and Muslim, to have made the trip around the world by sail. No, Sinbad was a myth, not a real navigator. After a number of years at Menlo College in Palo Alto, Adnan took off on the voyage of his dreams — even though he only had 15 hours of sailing experience 'under his keel'.

The concept of such a voyage was so foreign to the cultural mentality of his homeland that he felt it prudent to purchase his boat in England and to actually start the circumnavigation from the Arab port of Casablanca. He feels that if he'd attempted to start from Jeddah, his homeport, he would have been discouraged or even prevented from proceeding with such a 'ridiculous venture'.

Even more astonishing, his Egyptian — and thus also Muslim and Arab — wife Chahrazad went with him. 'Sherry' had no sailing experience and little interest in sailing when they began. She did, however, have a lot of interest in Jameel. So going against her better judgement, she decided it was better to go along with Jameel for two years than risk losing him to the Indian Ocean — or worse, some bit of fluff in the South Pacific.

Although Sherry uses English as her third language, she recognized it as the language in which she could best capture her experiences. So she kept a journal of the trip. When combined with the ship's log, it recounts a compelling story of struggle, triumph, and joy. It also chronicles the changes the experience brought on each, and provides a glimpse into one of the world's most intriguing and distinctive cultures.

The rest of the Bay Area connection is the fact that local author Mary Stephenson recently spent two years living in Jeddah, and while there took on the task of recording the story of the adventure in a book published by Minerva Press (London). Titled *The Voyage of Baraka A.*, the book is now available at Waypoint in Alameda. Stephenson plans to tell 'the rest of the story' at yacht club meetings this fall and winter and at a book signing at the Fall Boat Show.

Yes, I'm biased, but your readers are obviously a discriminating lot, so . . .

Jim Stephenson
Dublin, CA

⇓UNARMED GIRLS IN SHORT SKIRTS

My letter is in response to one of Donald Goring's *three* letters in the August *Latitude*.

Let me see if I get this straight. Goring believes that Coast Guard boarding parties should consist of unarmed girls in short skirts and cute hats, who will be protected by a male coxswain with a pistol? In this way, these "seagoing girls" would be given the opportunity to fulfill their lifetime achievement goal. What is this lofty goal that lies at the heart of all women? Why, it's to meet a wealthy, single, boatowner, of course!

Mr. Goring does not state it, but I am sure he must also believe that these women should pass some sort of beauty contest, since he is no doubt picturing Coasties who resemble Pamela Anderson rather than Roseanne Barr. After all, what are a few civil rights violations as long as they are perpetrated by someone attractive?

As a pseudo student of personality profiles, I can derive two

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PETE'S BOAT QUIZ

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- Does your boat smell like the mens room at Candlestick Park when guests come in? ☐ YES ☐ NO
- Do you freeze in the middle of the night from inadequate heat? ☐ YES ☐ NO
- Does your electric heater bill dry up your lungs... and your wallet? ☐ YES ☐ NO

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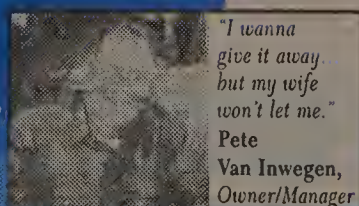
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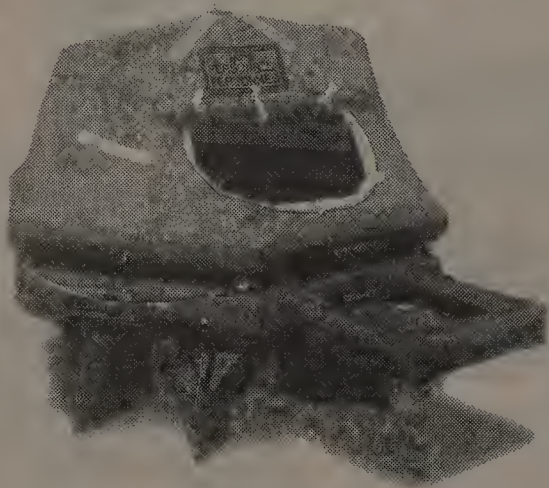
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distinguishable characteristics about Donald Goring: 1) He is single. 2) He is likely to stay that way.

Come on guys! Step into the '90s — at least before they're all over!

Stacy Baba

A Seagoing Girl and Crew Aboard Sea Lawyer

Stacy — There has been much spirited reaction to Goring's letter. We've seen male sailors in mixed groups vehemently speak out against it.

"Repugnant!" said one.

"Sexist!" insisted another.

"Juvenile!" thundered a third.

These comments sort of made the women feel good, but in their heart of hearts they knew the guys were really thinking: "Coastie babes in short skirts — what a cool idea!" Yes, as much as we humans would like to be motivated by more noble desires, we don't foresee the end of women banking on guys who are 'good providers' and men embracing 'beautiful' women.

Sorry to bum you out, but here's a joke you might enjoy:

Three guys are out sailing when a lovely mermaid accidentally flops into the cockpit. She agrees to grant each one a wish if they'll set her free.

The first sailor asks to have his I.Q. doubled. A few seconds later he's reciting Shakespeare and providing insightful commentary.

The second sailor asks to have his I.Q. tripled. A few seconds later he starts spouting mathematical solutions to problems that had been stumping the world's leading scientists.

The third sailor is so impressed with the changes in his mates that his wish is for the mermaid to quintuple his I.Q.

"I don't normally try to change peoples' minds when they make a wish," the mermaid says, "but please reconsider."

"No way," says the third sailor, "if you don't increase my I.Q. by five times. I'm not going to set you free."

So the mermaid makes the third sailor into a woman.

RESERVATIONS ABOUT THE BAY

It sure would be great — from a spectator's point of view — to see the America's Cup sailed on San Francisco Bay. However, I have some reservations about whether the conditions on the Bay would allow for a fair contest.

Given the current IACC boats, is there a location on the Bay where a suitable race course could be set up? The draft requirements of the America's Cup boats would seem to limit them to the deeper portions of the Bay. As a result of the various geographic features in these locales — such as Alcatraz, Angel Island, the City Front and the bridges — it would not allow for the pure match racing between boats.

Sailing up the Cityfront and hailing for room to clear an obstruction has not been part of the America's Cup in the past, but it's certainly a part of Bay racing.

P.S. You guys have the best sailing rag in this universe.

John Sullivan

Wianno

Granite Bay

John — The consensus seems to be that if the America's Cup were brought back to Northern California, the Bay would offer the best America's Cup arena ever for spectators and the most exciting sailing — but not necessarily the most fair match racing.

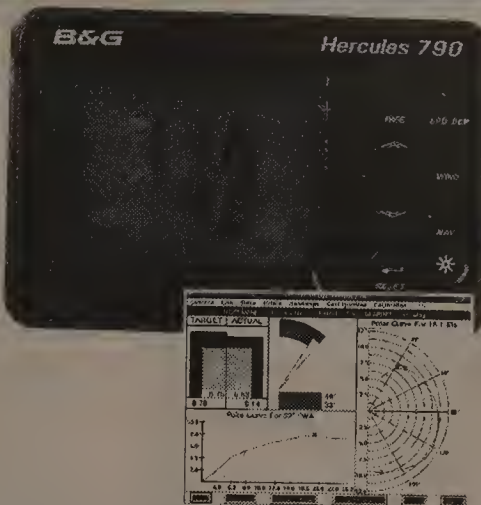
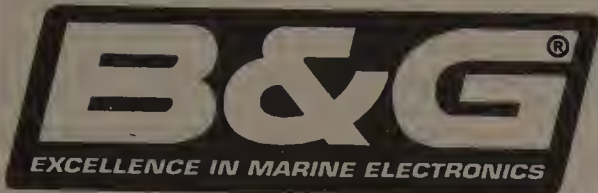
America One's Paul Cayard has indicated — he may have been joking — that a 2003 America's Cup course on the Bay would start and finish off Pier 39 and have the weather mark up near Blackaller Buoy, just east of Fort Point.

Most experts hold that in such a case there wouldn't be enough

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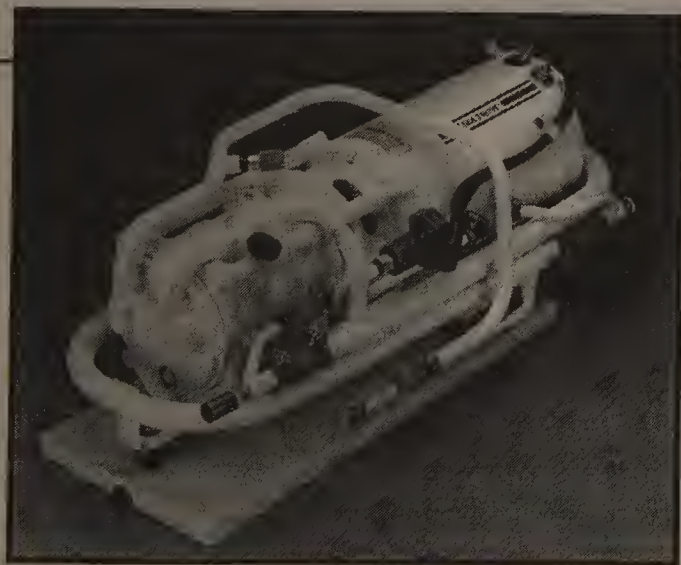
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LETTERS

significant windshifts to overcome the importance of the current, so there would almost always be one best route to take — the one that offers the most favorable current. This means that the boat that got to the current first would continuously be able to get to the good stuff first and his/her lead would invariably tend to grow.

The Wanderer — best known for his poor racing record — believes this view to be too narrow-minded. He contends that the America's Cup finals have always been a lopsided bore because one boat was always significantly faster than the other. But given the Bay's somewhat variable conditions — it doesn't blow 25 knots every single day like so many people assume — it would be more difficult to pick the right boat for the conditions. Would you want a boat that would perform reasonably well over a wide range of conditions, for example, or go out on a limb and design a boat that really excels in heavy air but is substandard in the broad range of conditions? If boats from two different design philosophies happened to make it to the finals and there were some days of moderate wind and other days of heavy wind, the Cup might be won in a 4-3 nail-biter.

Further, the Wanderer believes that if the two boats were designed for dramatically different conditions, even the individual races might be terrific. For lots of times it will blow 10 knots at the start of a race on the Bay, which would favor a light air or all-around boat, but by the halfway point it could easily blow 25, allowing the heavy air boat to make a rousing comeback.

Of course, if the St. Francis YC wanted to make the racing really interesting, they might have the start-finish line in the middle of the Bay and the weather mark at Pt. Bonita. Hot damn, think of all the great variables that would entail: great tides, light air and heavy air on the same weather leg, Bay chop and ocean swells and slop, the South Tower Demon, sailboarders, ships — and who knows what else? Both sides of the Golden Gate would be lined with spectators, as would the Marin Headlands, the Lincoln Park Golf Course, Fort Point and the Cityfront. We want to see it happen.

This is just the Wanderer's numbskull opinion, of course. We'd love to hear from opposing viewpoints.

For more on the America's Cup, check out this month's big feature on Paul Cayard and the St. Francis YC's America One syndicate.

THE SOLE EMPLOYEE OF SAN FRANCISCO NOAA

Since reading the July article about currents by Max Ebb, I began researching the NOAA sensors. Apparently the sensors, despite being placed on the bottom, need plenty of caretaking.

The Richmond sensor is subject to toppling by flood runoff, such as occurred during last January's storm overflow. Until the shifted sensor is righted, reporting from there has been curtailed. Likewise, the Golden Gate sensor has been revisited recently and moved to a new location. That leaves the Oakland sensor, which so far is holding its own.

Fortunately, NOAA has been on the job repairing, replacing, and revitalizing the San Francisco Bay sensors. In fact, San Francisco NOAA has a powerful new and superior sensor ripe for placement — but this marvelous tool may lay fallow for want of budget monies.

San Francisco's Quentin Kopp has supported NOAA's presence in the Bay, but he cannot stand alone. The Federal government has just scheduled slashing the position of Captain Richards, the commissioned officer — and sole employee — of the San Francisco NOAA station. Captain Richards must retire prematurely. Without the expertise of such a trained and experienced hydrographer, the technology we've come to know and trust may be in jeopardy.

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Bay and to the enjoyment of recreational mariners. As mentioned by Max Ebb, there's a new software program, Local Knowledge, which predicts currents by incorporating sensor data. This program enables boaters to apply the sensor data anywhere in the Bay, and confirms what we always 'sensed'. The historically recorded flow data in San Francisco Bay will be incomplete without sensors. Our Bay is exceedingly complex, with strong variable currents and irregular land masses. Bay currents are subject to vast seasonal variations. Without the sensors, there is no dynamic measurement to correct and update fallible estimates of previous best guesses.

What to do? Send letters to Rep. Kopp. Contact Senators Boxer and Feinstein. Lobby heartily with the federal government to avert ending the uniformed officer position of the San Francisco NOAA station. If you don't write, then call, e-mail, fax, or whatever the government. If you don't, the NOAA we've come to know will be 'no mo'.

Adam Reuss
Sausalito

¶¶SURELY SHE SLEEPS

I've often read thoughtful letters in your *Letters* column from Ms. Lu Dale of Newport Beach. I know she is a very competent and capable delivery person. But why does she always start out by citing her 30 years and 500,000 miles of delivery experience? Perhaps it's just putting in a plug to get another delivery job?

Anyway, here's my point: Exactly how much is 500,000 miles?

— 20 circumnavigations

— 200 trips back from Hawaii

— 500 trips of 1,000 miles back from Mexico; or some combination of all of the above.

It's an average of 16,666 miles per year or 46 miles of sailing for every day of her career.

Come on!

Even if this claim is true, so what? There's experience and then there is *experience*. You either have it or you don't. When Lu gets to 1,000,000 miles, will she be twice as experienced as she is now and thus twice as good? Surely she sleeps while racking up all these miles. I'd be so tired that I'd sleep a lot, too. Is one's 'by the mile' experience enhanced when you're sound asleep?

John Singer
Searunner
Seattle

John — The equivalent of 20 circumnavigations does seem a little high, doesn't it? We'd ask Dale about it, but she's delivering a Swan from Santa Cruz to Seattle at the moment.

We suspect the explanation has something to do with 'experience inflation'. When a budding delivery skipper who was a 'tag along' on a delivery from Ensenada to San Diego passes himself/herself off as someone who "has lots of experience delivering boats back up the coast to California from Mexico", the natural tendency is for the more experienced delivery skippers to inflate their experience, too. We'd be surprised if this doesn't happen in other professions, too.

There are two reasons while Dale's letter was nonetheless worth pondering. 1) She, like a few others, does have an enormous amount of ocean experience. 2) She, unlike almost everybody else, has lost a loved one while at sea. As such, she brings a unique perspective to commentary on the Melinda Lee tragedy.

¶¶VINEGAR — TAKING CARE OF BUSINESS

I was recently up in the Delta for the week aboard my boat and discovered, on the first morning of the trip, that the hose

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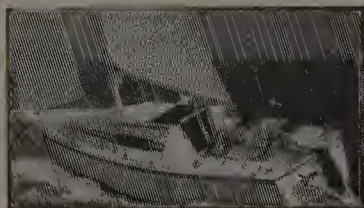
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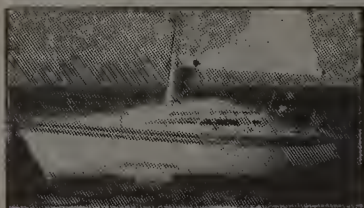
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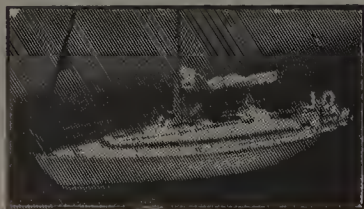
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from the toilet to the holding tank was plugged up.

Normally the head runs directly to the thru-hull — no #2 allowed in this configuration — and I had not switched over to the holding tank for quite some time. I knew that the tank was empty because I had not used it since the last vacation — after which it had been pumped out and cleaned at a pump-out station.

First, I thought that I could force the line clear by pumping harder. Not a chance. Then I tried banging the hose to the holding tank with the end of a hammer in as many places as I could access. The idea was that I could break up whatever was plugging up the system. Still no dice. Then I remembered a few years ago reading in the *Letters* section of *Latitude* that vinegar dissolves the buildup of salt deposits — which result not only from the natural salt content of the Bay's water but also from the salts expelled in our urine.

Searching the galley I found a partially used bottle of vinegar, poured the contents into the head, and gave the head a few pumps to work the vinegar into the plumbing. I then waited an hour, during which time I ran through my mind what a pain in the ass it was going to be if I had to pull all the hose out from the head to the holding tank and flog it on a rock or something to break up what ever was causing the problem.

At the end of an hour, I was approaching critical mass — and desperately needed to take care of 'the morning's business' — but hopefully not at the cost of polluting the river. I timidly gave the handle on the head a few pumps — and it worked! Problem solved.

Vinegar certainly does not rate up there with WD-40 or duct tape in terms of universal quick-fix materials, but I am going to keep a bottle of it in a head locker for emergencies.

Greg Nickols
Sausalito

Greg — Not just for emergencies, but for the periodic cleaning of the hoses — lest the time come when you can't wait an hour to 'conduct business'.

Crews on many charter yachts go a step further. Whenever they serve salad with oil and vinegar dressing, they keep a little to flush through the heads. The vinegar breaks down the salts while the oil lubes the rubber seals and gaskets.

DOGS, WHALES, TWO ACTORS AND A POLITICIAN

Having read the sad tale of Timo and the Connellys in the *August Changes*, I'd like to add some comments about the state of canines here in La Paz.

I applaud the Connellys' actions and wish it had resulted in a happier ending. Timo no doubt died of parvovirus, a disease that really is endemic to this area. Parvovirus probably kills most feral puppies. And most unvaccinated dogs, no matter what their condition, have a survival rate approaching zero. Sometimes even vaccinated dogs succumb.

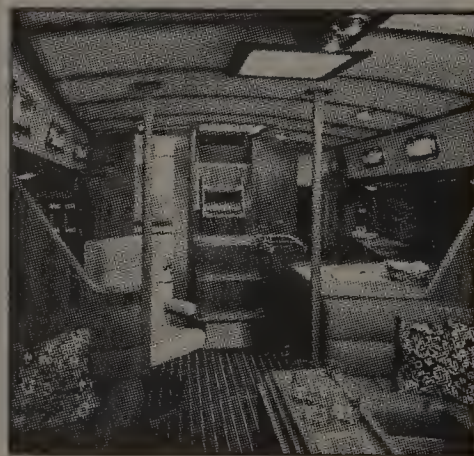
While the Connellys' San Diego vet was thinking rabies, he was also thinking northern Mexico — where rabies is imported from the U.S. Rabies is endemic in wild populations of the United States; we don't have it down here in Southern Baja.

Many cruisers aren't aware that there is a serious inoculation program in La Paz. Every year a government agency goes out — house to house and in the streets — to vaccinate every dog they can find. Local vets also stress vaccinations, and I suspect there are probably more vets here per capita in La Paz than there are in San Diego. I feel it's unfortunate the Connellys apparently have so little trust in the professionals here in Mexico. Maybe they've been reading too much propaganda.

Speaking of propaganda, *Latitude* still hasn't published any rebuttal to the distortions put forth by two actors and a politi-

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LETTERS

cian regarding the proposed Laguna San Ignacio evaporative salt plant and its real or imagined affects on grey whales. I have read the same story by the same three eminent 'marine biologists' — John Kennedy, Jr., Glenn Close, and Pierce Brosnan — in *Audubon* magazine, the *San Francisco Chronicle*, *Baja Life* magazine, and the *Discover Baja* newsletter.

Apparently, everyone has swallowed the trio's fanciful tale of surmise, guesses, and outright falsehoods as though it were scientifically proven. Or at least no one so far has bothered to research their claims to see if they have any basis in fact. But I guess the magic in the names John Kennedy, Jr., Glenn Close and Pierce Brosnan carries more weight than science.

I work at Centro de Investigaciones Biologicas here in La Paz with a number of people who have been investigating the ecology, flora, and fauna of the region for a good number of years. Here are some facts for you and your readers to chew on:

Laguna Ojo de Libre — Scammon's Lagoon — has had a good population of gray whales living almost surrounded by what is now the largest evaporative salt plant in the world. The lagoon, its creatures, and its ecology have coexisted for about 45 years now. During that time, the whale population has increased and the numbers and diversity of both transient and resident birds has continuously increased.

The increase in the whale population is only peripherally caused by the salt plant. That is, with most of the land surrounding the lagoon being privately owned, the influx of tourists wanting to see the whales has been much easier to control, which keeps disturbance of the animals by well-meaning visitors to a minimum. The main cause of the increase in the population of whales is that we have stopped killing them.

In any case, the existence of the salt plant has caused no, nil, nada, nunca deleterious effects to the animals. The same is true of the thriving avian population — the members of which have many more chances of finding undisturbed nesting sites and, for some, a ready food source in the less saline of the salt ponds. You can continue to follow the hysterics of these 'ecologists' such as Kennedy, Close, and Brosnan if you wish, but you should recognize their primary purpose is to get publicity for themselves.

The scientists working on the problem are far more concerned with the effects on the land and its inhabitants: marine, avian, terrestrial and human.

Ellis Glazier, PhD
Centro de Investigaciones Biologicas
La Paz, BCS, Mexico

⚡THE TRANSPAC CREWS WERE RUDE AND ARROGANT

I'd like to make a sincere and constructive comment regarding the sailors on TransPac boats. I found their attitude, conduct, and general demeanor to be appalling. I've sailed for more than 30 years, including offshore racing and taking my own boat from California to New Zealand and back. Further, I have participated in several reception committees for TransPac boats.

My comments do not apply to all the crews, because some are and have been very nice. But most have not. In general, they are rude and arrogant. When TransPac boats arrived years ago, many people would come to the Ala Wai Harbor to pay their respects to some great sailors and beautiful boats. This year there were very few spectators — other than family, friends and the reception committee — to greet the boats.

As a member of the reception committee for *Medicine Man*, I put in a great deal of time and effort, and their sponsor spent a lot of money for cases of beer, wine, five gallons of Mai Tais, champagne, crab-stuffed mushrooms, baked chicken, and lots of other food. Although there was no cost to the boat, we were treated so rudely that I plan to never assist in another recep-

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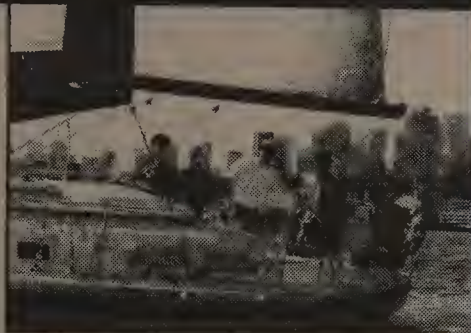
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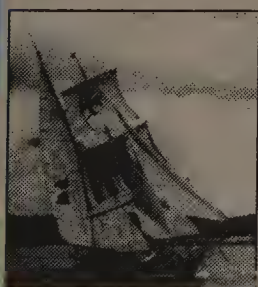
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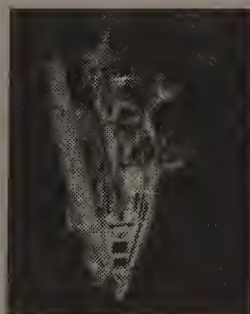


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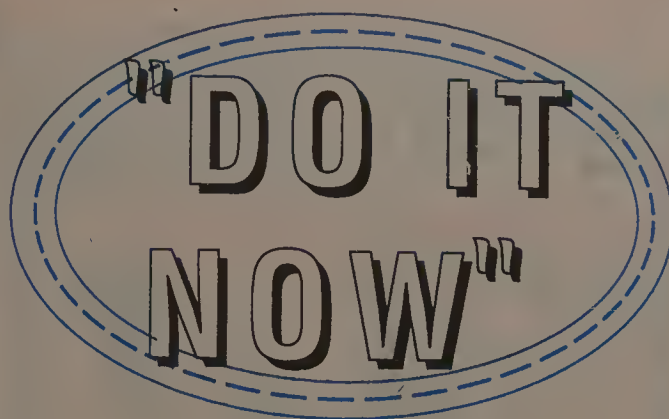
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LETTERS

tion committee.

Many of our friends who assisted in other reception committees received the same treatment. The TransPac participants are going to have to clean up their act if they expect the general public to give a damn about their race. But maybe they don't care?

Bruce Lenkeit
Honolulu, Hawaii

Bruce — We were there when Medicine Man crossed the finish line to break the TransPac record; we were there when she pulled into TransPac Row; and we were there for the next 90 minutes or so while owner Bob Lane, 'rockstar' Cliff Stagg, and the rest of the crew politely answered questions for TV crews and newspaper reporters. With all due respect and in all sincerity, we can't imagine what "appalling behavior" you could possibly be referring to.

We didn't notice a single aspect of the Medicine Man crew's demeanor or behavior that would have raised an eyebrow. What's more, we're certain this would be confirmed by a review of the television video and the testimony of others on hand. Despite the fact that Medicine Man had smashed a 20-year old record, it was one of the most subdued post-race parties in TransPac history. Having besmirched the reputation of the Medicine Man crew in print, we think you have an obligation to be more specific with your charges.

Lest anyone think we're trying to sweep bad behavior under the rug, we've covered every TransPac finish since '79, and we've not only seen our share of wild post-race behavior, a couple of times we've been part of it. We've seen the women crew swim naked across the Ala Wai in the middle of the afternoon, guys so drunk they fell overboard or collapsed on the grass, and porn stars arrive in limousines. We saw the bikes being hoisted to the top of Christine's mast, three or four fist-fights, the naked Zamazaan crew flashing the crowd from behind an umbrella, and a few instances of semi-public sex. Once we spent an evening lifting the head of the overall winner from his dinner plate; he was too exhausted and inebriated to keep his face out of his spaghetti.

Given the circumstances — mostly young guys cutting loose after more than a week of hard racing — none of this behavior is particularly outrageous. Besides, this is the 'extreme' element. Most TransPac finishers just get a little 'happy' and that's it. We've never seen a TransPac participant get arrested or even the police have to be called.

You're right, Bruce, TransPac crowds have declined from thousands to almost zero in the last 20 years. But it doesn't have anything to do with the sailors' behavior. Locals don't come down to greet the boats because they prefer to participate in sports rather than watch parties. Tourists don't understand the TransPac and couldn't care less — not with buses stopping at every hotel offering free rides to the flea market, to Hanauma Bay, to Snorkel Bobs, to Hilo Hatties and all the rest. Sailing — except in France — has always been a sport you do for yourself rather than for glory or money.

The reception parties for arriving boats have changed also. Fifteen years ago — when groups of families rather than companies hosted boats — plenty of people used to show up with plenty of goodies. It wasn't unheard of for a finishing crew to be greeted by hula dancers, a band, 55-gallon drums — yes, plural — full of mai-tais, and a huge buffet with six different kinds of sushi. It wasn't just quality, but quantity — enough to satisfy the crew, friends and family, and everyone within shouting distance.

Mind you, nobody is grouching that it ought to be that way again, and they are appreciative of the efforts that you and others make. This is true even when the effort consists of two wait-

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LETTERS

resses and a busboy being sent down from a local restaurant with a couple of plates of puu-puus.

We were on hand for the arrival of about 40% of this year's boats, and we didn't see any poor behavior. It's true that we did miss the only major post-race incident, which happened just after Renegade, the last turbo, pulled in. We're not sure if it was as a result of drinking or what, but one of the crew went overboard with a dockline, and landed on the shelf near the street cutting an artery in his neck. He left in an ambulance. About half an hour later, we're told, one of the boat's hosts was so smashed that he did a face plant on the pavement and had to be taken away in a second ambulance.

Then, too, what kind of behavior do you expect after a long race? When we finished the 16-day ARC early one morning at St. Lucia, we were given a case of cold beer, a pineapple, and a bottle of rum. Naturally we all got a little smashed, did some dives off the dock, tried to climb a few palm trees, yelled and danced for awhile, then settled down. Had you been there serving crab-stuffed mushrooms, we'd have probably eaten one and stuffed another into a mate's ear. God knows we all need a break from the pressures of modern life, and what better time than after a long ocean race? As long as nobody gets hurt and no property gets damaged, why shouldn't people be able to blow off a little steam? Keep in mind, the Medicine Man crew didn't do anything remotely like this. Based on our observation, they might as well have been at a church social.

Are TransPac racers rude and arrogant? A few are, and lots more tend to come off that way even if they aren't. Why? The TransPac — unlike the West Marine Pacific Cup or the Ha-Ha — attracts grand prix boats which are sailed by top-flight (and often paid) crew with worlds of experience. When folks like you or us sail to Hawaii or do another major crossing, it's a significant achievement we'll remember the rest of our lives. When most of the sled or turbo guys do a similar trip, it's 'just another day at the office.' The difference in outlook and experience creates false impressions and artificial barriers. We're not making excuses, we're just telling it the way it is.

⚡THOSE FUSSY LITTLE BOYS WHO PLAY BASEBALL

Latitude's TransPac story provided great reading about a great race. The only thing that tarnished the event was the whining of the billionaire crybaby turbosled owners who didn't get to have their boats in the front row of docks. I found it was worse than listening to my 6 and 8-year-old fight over who gets to sit in the — now deadly due to airbags — front seat. In a sure sign that sailing is getting more professional, a lot of sailors are starting to sound like those fussy little boys who play baseball for a living.

I do understand that the turbosled owners have invested lots of time, money, and energy to win the coveted Barn Door Trophy and a chance for the limelight. But it wouldn't hurt for them to be a little more gracious and display a greater sense of sportsmanship.

For the next TransPac, maybe the turbos could start a month ahead of the sailors who race for fun and the spirit of it all. Then they will be long gone by the time real people show up, and the real parties won't be spoiled by childish behavior.

Bob Standish
Moonshadow
San Rafael

Bob — The way we see it, the way this year's TransPac was structured made it the most dramatic ever. First, Medicine Man, an early starter, crossed the finish line to smash Merlin's 20-year-old monohull record. Climax One! Then the monster catamaran Explorer overtook all the sleds and led the very small

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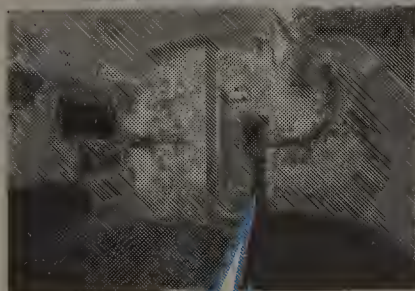
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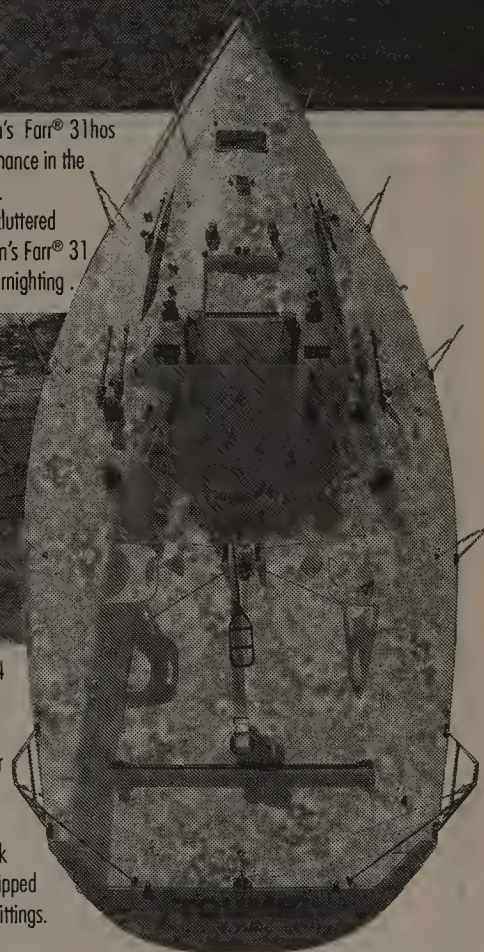
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LETTERS

multihull fleet across the finish to establish an all-time California to Hawaii record. Climax Two! Finally, Pyewacket leads all the turbos across the finish to obliterate Medicine Man's two-day old record. And this climax was the biggest of them all because the turbos are the most closely-watched division.

Three excellent climaxes in one TransPac — what more could anybody have asked for? Had the starts been arranged so that Pyewacket would have finished first, it would have eliminated much of the excitement generated by Medicine Man and Explorer. Who would have wanted to miss that?

If we were running the TransPac and the turbo guys insisted on getting center stage along TransPac Row, we'd give it to them. They spend the big money, they've been the backbone for the last bunch of years, so why not?

THE PRESIDENT'S APOLOGIES

On Saturday, August 9, a misunderstanding between Merl Petersen, the President of the Pacific Ocean, and a member of the Point San Pablo YC created a unique distinction for that club.

Merl and three guests — I being one of them — were at the gate trying to get in at about 7:30 p.m. There was no response to several attempts at ringing the gate's buzzer. This has happened before when many people were present in the club, and either the people inside the club didn't hear the buzzer or else they all assumed someone else was answering it.

In any event, Merl then called the club on his cellular phone. After telling the member who he was, the gate opened. But when

we got into the club itself, the member said it was closed and accused Merl of calling him a derogatory name. The fact is that we'd come during the posted hours, and none of the three of us had heard Merl make any derogatory comment.

What may have happened is that while Merl was on the phone, the rest of us were having our own conversation about politics, and the club member may have overheard one of us making a nasty comment. Even so, it was most certainly not directed at the clubmember.

Merl has apologized to the member, but the member has refused both Merl's explanation and apology. After 60

years of sailing, a circumnavigation, and visiting many yacht clubs, bars, *cantinas*, and so for, the Point San Pablo YC has the honor of being the only place to have '86ed the President of the Pacific Ocean!

Merl continues to express his apologies to the club and all its members. As for the three of us, we feel responsible for causing this unfortunate incident. It really drives home the importance of not speaking while someone else is on the phone.

Eric Hanses
Viveka
Richmond

Eric — The Middle East, Bosnia, and now the Pt. San Pablo YC. Can't we all just get along?

In the off chance that Merl did say something nasty, there are



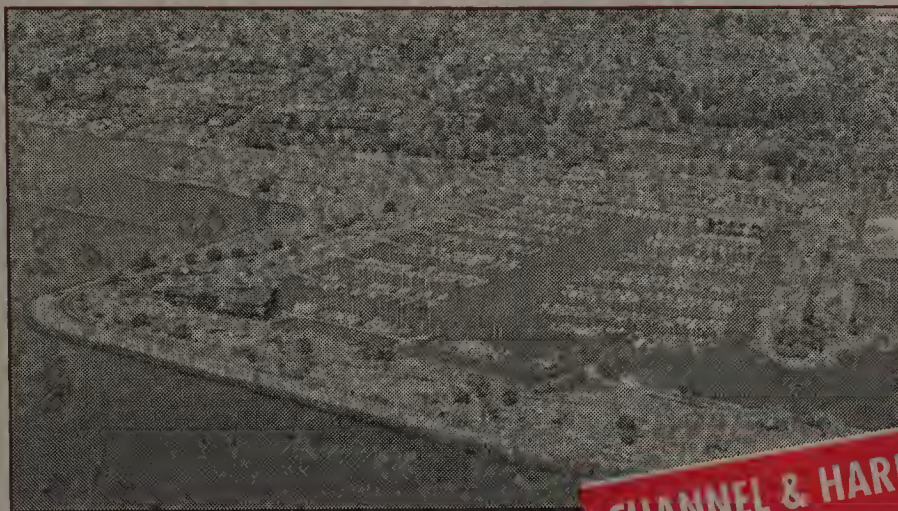
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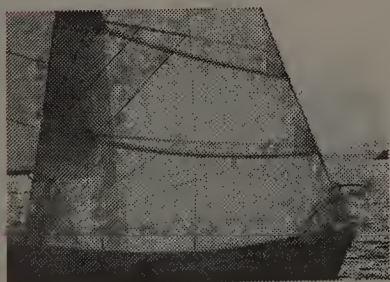
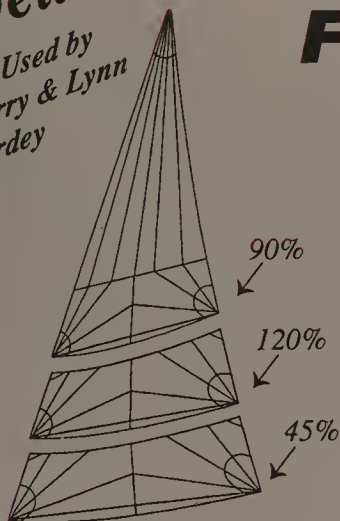


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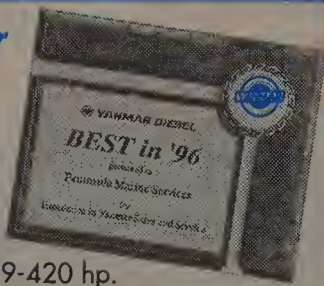
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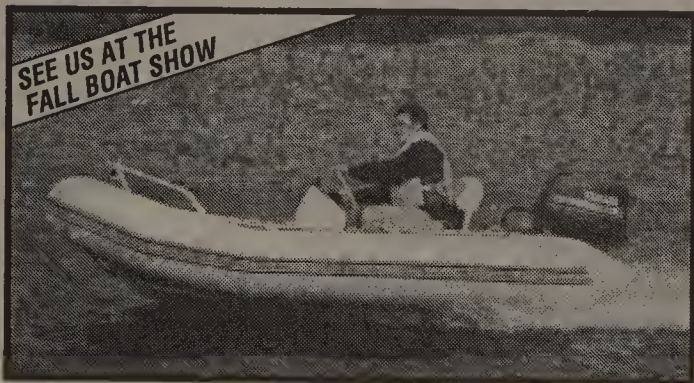
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LETTERS

mitigating circumstances. As many Latitude readers know, Merl's beloved Viveka, the 65-ft schooner which he's owned for about 40 years and with which he recently completed his circumnavigation, was crushed by a ship several months ago at a Redwood City marina. The boat suffered considerable damage and there is squabbling over how much the ship's owners are willing to pay. As a result, the President of the Pacific Ocean's boat is still unusable and he's been unable to sail for months. Such withdrawals would be enough to make anybody let a nasty word slip out — although we're not saying he did.

ONE LESSON THE HARD WAY

With great joy, my brother-in-law and I recently took up sailing. A couple of 'newbies', we have much to learn. We got one lesson the hard way when, after a nice lunch while anchored off the Santa Cruz pier, we failed to notice a line in the water when we started the engine. Needless to say, once we fired up the engine the line developed a love affair with the prop.

We could have easily solved this problem ourselves, but within what seemed to be seconds of discovering our problem, the Coast Guard was abeam offering assistance. Being new and not wishing to appear ungrateful, we took them up on their offer to tow us back into the harbor. After my brother-in-law spent a couple of cold minutes clearing the foul, we were once again on our way.

While we were in no real danger, we must admit that it was reassuring to have the ready assistance of the Coast Guard. We found this group to be professional, and ready and willing to help. At this point in my sailing career I have to tip my hat to them and say 'thanks'.

P.S. There's nothing like the humiliating experience of having your boat towed past the crowded Crow's Nest Restaurant to make you learn a lesson real well.

Bill Potter
San Jose

Bill — Here's how the Wanderer learned a similar lesson. He was aboard Latitude's former photoboat, a twin-engine Bertram 25, behind Angel Island when he decided to play Good Samaritan and retrieve a dinghy that had floated away from an anchored boat. Like an idiot, he let the engines idle instead of killing them as he neared the dinghy. As a result, the very slowly turning props snagged the dinghy's floating polypro line.

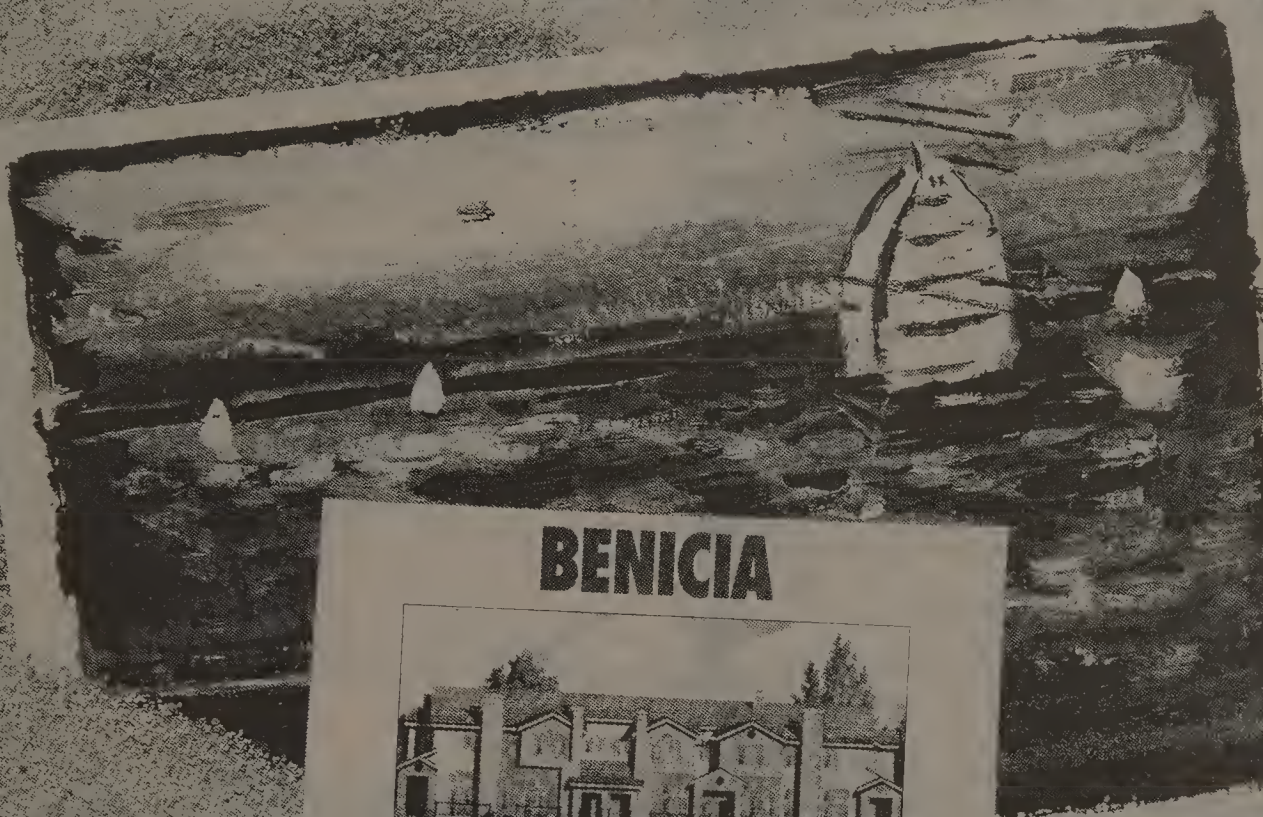
With both props fouled, the Wanderer looked up to see a huge car carrier headed right at him and boats blocking any escape route. Without any Coast Guard around, he had no choice but to dive in the chilly and current-swept Bay with a knife. Not having time to cut both props free, he cleared the one and then limped out of the ship's path as quickly as possible. It was an adrenaline rush, but not a pleasant one.

RUN DOWN BY A MERCHANT VESSEL

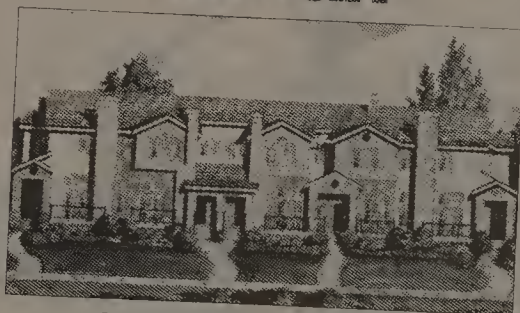
On Friday August 8, five Indonesian fishermen set out from Sumatra for a few days of fishing in the Straits of Malacca and off the west coast of the Kingdom of Thailand. Late that night they were run down by a large merchant vessel that failed to detect them in the busy waterway.

On Tuesday the 12th, one of the men was sighted by a lookout aboard USNS Narragansett which was on its way back to Singapore. Within 20 minutes four men had been pulled aboard from the partly submerged plywood raft they'd been clinging to for three days. While the four men were treated for exposure, dehydration, and given medical treatment for sores formed by the many hours in saltwater, the U.S. Navy ship searched the area for the fifth man. He was not found and is presumed to have gone down with the boat.

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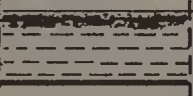
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LETTERS

On Wednesday the 13th, the four survivors were turned over to local authorities in Singapore for physical exams and repatriation to Sumatra.

There are three things I would like to note about this episode:

First, what is the proper treatment for prolonged immersion in saltwater? None of the medical texts aboard our ship — including two written for cruisers — mention immersion or salt sores. We improvised and treated the wounds as burns, with a special cream to soothe the areas affected.

Second, the treatment we provided was enhanced by the availability of an Indonesian dictionary and phrasebook someone happened to have. The survivors spoke no English and we could not understand their language. It's very difficult to understand what's wrong with someone who moans in pain but is shy about revealing a wound or can't explain what's wrong. One man's abdominal cramps turned out to be a very raw scrotum!

Thirdly, these men spent nearly three days in one of the world's busiest shipping channels. They were not invisible, as they had brightly-colored objects to wave and were standing shin deep in a shipping channel. At the time we rescued them, there were several radar contacts in the area and several vessels in close proximity. Do ship schedules mean that much to these merchant ships? What ever happened to common courtesy — to say nothing of the rules of the sea?

P.S. The only reference to canvas bathtubs I recall was an episode of *M*A*S*H*, in which Hawkeye ordered a folding tub from a mail order company in the middle of a heat wave. Klinger, driven crazy by the heat, dove in on top of — Hot Lips!

C. Morganstern
USNS Narragansett

C. — We're honored that members of the U.S. Navy are now e-mailing *Latitude* with useful news and information. Thanks so much.

TEAK DECKS

We're in the process of looking for the boat. The boat that will take us out the Gate and then left.

Several of the boats that we've been looking at have teak decks — over fiberglass. One of the things that concerns us about teak decks — other than the maintenance — is the heat that might be generated in direct sunlight while we're in the tropics. Will teak decks get so hot that you can't walk on them barefoot? Will teak decks cause the cabin to become too hot as well?

We've done several charters with The Moorings in the tropics and the fiberglass decks seem to be fine. Any advice?

Joe Brandt and Jacque Martin
Palo Alto

Joe & Jacque — Based on our experience, the pros of teak decks are they feel really terrific on bare feet and look great. The negatives are extra cost, weight and maintenance, that they can leak if poorly installed, and will stain if red wine is spilled on them.

When it comes to walking on decks in bare feet, we've fried our soles on fiberglass decks but never on teak. With respect to cabin temperature, the really important thing to avoid is dark colored hulls. Dark blue, for example, will turn a boat into an oven.

We've never owned a boat with teak decks, however, so our experience is limited. Your excellent question deserves response from folks who've had more first hand — and foot — experience with teak decks.

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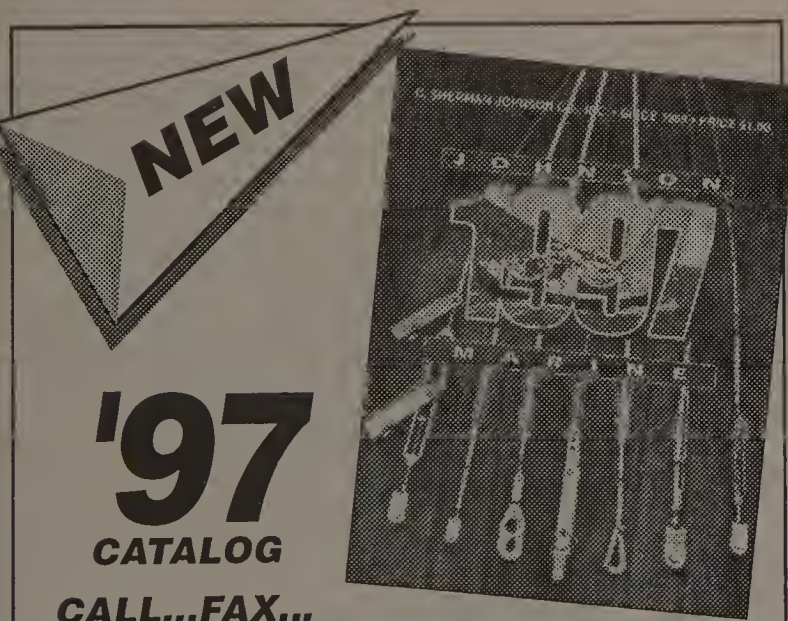
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LETTERS

↓↑BEEN SEEING YOU AROUND

My wife Paula and I live aboard our Cal 31 *Backstreets*. I'm a retired Contra Costa County Probation Officer while she is a retired special education teacher. We've been cruising Mexico since November of '93. In '94, you may remember, we hand-relayed a message from you to the couple aboard *Big O* in Pichilique, that his sister had given birth to a child — and they should call home on your tab!

Then, in the spring of '96, we were aboard the 45 foot *Capricorn Cat* on the Bay when you swooped down with your photo boat to take the first photos of that cruising catamaran. We had been initiated into multihulls by my brother Gary and his wife Joann, who had lived and cruised for 15 years aboard catamarans they themselves had built. And in the case of *Puff*, which had been 'looking good' in *Latitude*, they'd designed her, too. That twin-masted, junk-rigged cat has been renamed *Dragon Wings* by her new owner.

We've now sold our home and spent a year away from *Backstreets* and Baja. We're now looking to buy our first cruising multihull, probably a cat between 32 and 37 feet. Anybody want a wonderful Cal 31 monohull?

We spent this summer visiting friends from San Diego to Vancouver Island while looking for our new boat. The high point of our summer escape from the heat was our visit with Kevin Donnelly and Amy Sullivan. They'd finished their book, *Cruising 101: Avoiding the Pitfalls of Paradise*. We were mentioned in the book and felt honored because it provides an extremely interesting — and provocative — description of the cruising life. We hope you read the copy you were sent.

Dennis and Paula Lepak
Backstreets
Baja & California

Dennis & Paula — We receive scores of books written by just-retained cruisers. In most cases, the strongest aspect of the books is the sincerity of the author(s). Amy and Kevin's *Cruising 101* is the rare exception. The couple are not only observant and insightful, they know how to write. We used an excerpt from the book as this month's first *Changes*.

↓↑THEY WOULDN'T TAKE MY MONEY!

Almost a year ago, I purchased a lifting davit from Garhauer Marine of Upland for dropping my outboard motor down to my dinghy. The davit was very reasonably priced and is perfect for getting that pesky motor into the dink.

With the assistance of my First Mate, I was doing just that a couple of weeks ago on San Diego's Mission Bay. I had the motor on the transom and was tightening the bolts when I heard a splash! followed by a loud, "Oh No!" My First Mate had inadvertently removed the davit from its brackets and dropped the lower tube into 30 feet of murky water.

To make a long story short, I called Garhauer wanting to buy a replacement tube — but they wouldn't take my money! They replaced the tube for free! What a great outfit. It's so rare to find a company that stands behind their product — to the extreme.

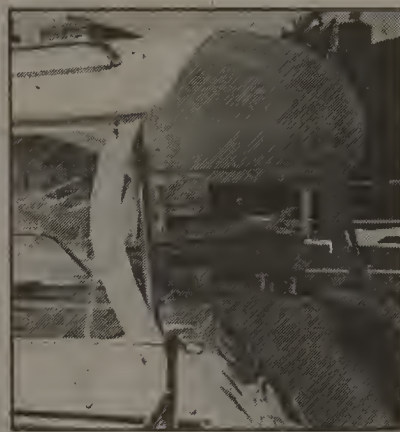
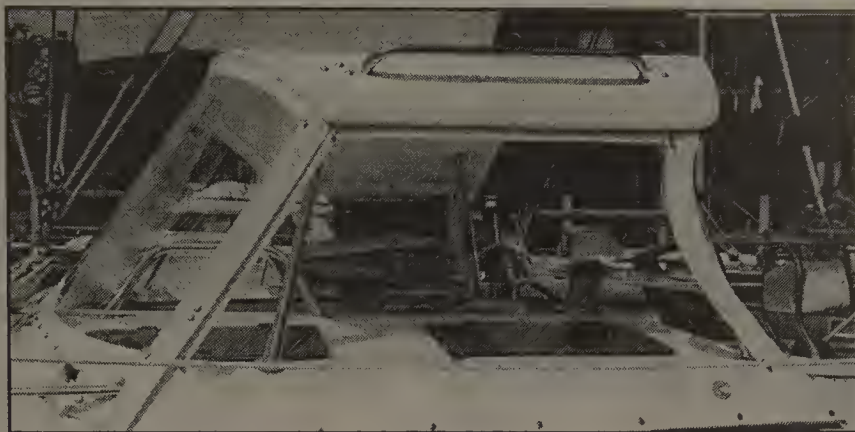
Jim Steffen
Bermuda Dunes, California

Jim — We assume you purchased the lifting davit to 'lower' as opposed to 'drop' your outboard into your dinghy. Having already dropped several outboards ourselves, we can't imagine anyone would pay for a device to help do it on a regular basis.

↓↑JUST UP THE ROAD

My sis sent me a copy of Robin Lee Graham's *Dove* for Christ-

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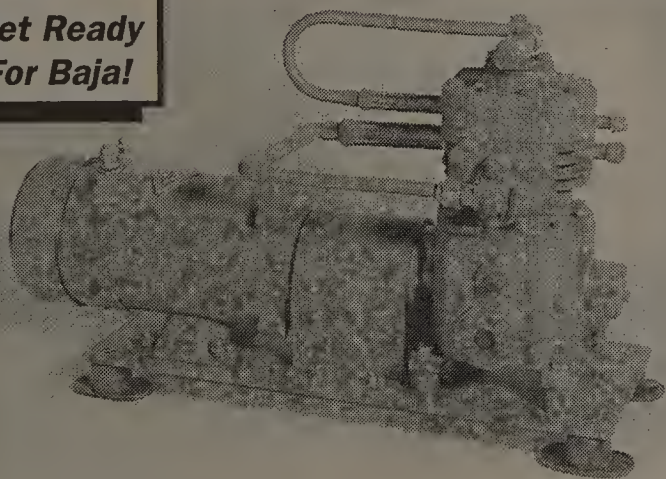
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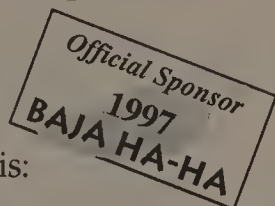
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LETTERS

mas last year. She's a rural mail carrier in northern Montana, and she wrote that "... I pass his house ... on the way to my riding lesson just up the road. He is/was a building contractor."

So for those who wrote in inquiring, Graham would seem to be alive. Based on what Graham wrote in Chapter 13 of *Dove*, he probably doesn't consider the Bay Area "the best place on earth" — contrary to what at least one local TV station would wish us to believe.

My sis gave me Graham's address and phone number, but I don't suppose he'd welcome dozens of calls from people.

Douglas Whisler
Planet Earth

Douglas — Thanks for the info.

Robin Lee Graham, of course, singlehanded most of the way around the world starting when he was about 16. This was maybe 25 years ago when not many people were doing stuff like that. His story, chronicled by National Geographic, was an inspiration to many. It was later made into a movie.

Living up in Montana, we figure Graham doesn't care for any more limelight or attention. We hope everyone respects his apparent wish for privacy.

WHERE ELECTRONIC COMMUNICATION EXCELS

I think your idea of keeping the *Latitude* website simple is great. Don't waste your time by creating graphics and other 'slick' stuff — as it will just waste our time because we'll have to wait for them to load.

I guess I'm weird, because I'm a computer designer who prefers a newspaper print mag over a website any day. Where your website could come in handy, however, is to post last minute notices about crew, races, and other activities so people can check what's going on that weekend on the Bay. This is where electronic communications excel.

We are real excited about *Latitude's* Tahiti flotilla, but doing it would mean that the four of us would be looking at almost \$13,000 for half a boat. That seems a little excessive. Sun is putting eight people on a boat, minus airfare, and it's still 20 grand per boat and for a couple of nights ashore.

We're probably going to bareboat and may see ya down there around that time or a few weeks before. But thanks for the impetus to do what I've been aching to do since my last charter four years ago.

P.S. Without *Latitude* there would be a lot less camaraderie around the Bay and the world of sailing.

P.P.S. Any ideas on how to get aboard a boat for the Baja Ha-Ha? I want to crew.

Jay
Coronado 35

Jay — When comparing the price of charters, make sure it's not apples and oranges. The *Latitude* Tahiti flotilla is 9 or 10 days aboard the boats, not just seven, and includes special feasts and shore activities, hotels, airfare and other goodies. If you check, you'll see we've priced it lower than *Cruising World's* version of the same thing.

As for getting a berth on the Ha-Ha, we have two suggestions: 1) Come to the Mexico Only Crew List Party at the Encinal YC on October 6, as we're throwing out a special welcome to everyone hoping to go on the Ha-Ha. 2) Show up in San Diego a week before the Ha-Ha with your duffel bag packed.

DELTA ARTICLES

Latitude has published some great Delta articles in past years, but the one in the July issue is the best single article about



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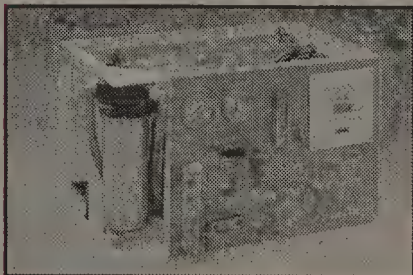
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LETTERS

sailing to and in the Delta that I've ever seen. It was excellent for anyone who hasn't sailed to the Delta but wants to. There are many things about the Delta that the article didn't address, but for a broad survey it was excellent!

Alan F. Shirek

Moppet Too

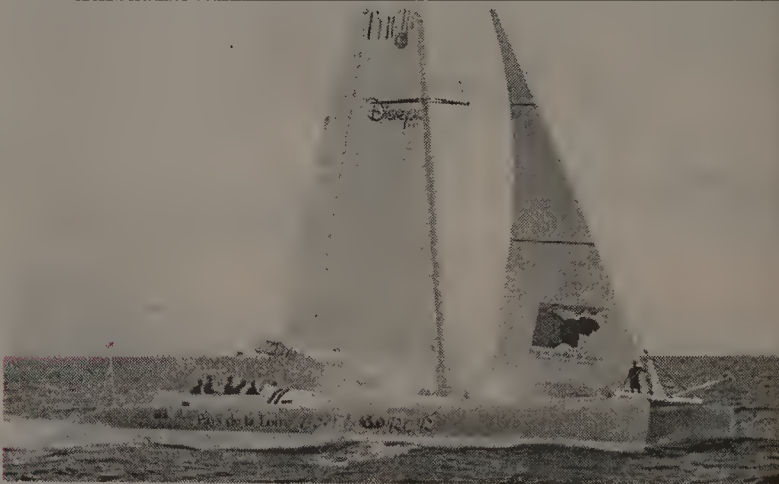
Northern California

Alan — We're glad you enjoyed it. September and even October are still great months for the Delta, particularly for those looking for post-summer peace and quiet.

One thing has always disappointed us about our Delta articles — they never generate much feedback in terms of others sharing tips and adventures. If you've ever had a great time in the Delta, we'd like to hear about it.

ADVENTURE LEARNING LINK

I'd like to nominate the following web site for best coverage



'Explorer' blasts her way into the TransPac record books.

of a single boat in the TransPac: <http://www.adventurelearning.com/aframe.htm>.

How about adding a link to them? The site is by Adventure Learning Network and has excellent daily notes from Skip Novak and Cam Lewis from aboard Bruno Peyron's 86-ft catamaran Explorer.

P.S. Great most excellent photo on your Latitude 38 web site today!

Joseph Oster
Sausalito

Joseph — We second your nomination. Lewis, in particular, was churning out lots and lots of fun stuff. We'll set up a link from our web page this month.

UNSURE AS TO THE STATUS OF THE AREA

As Naval Air Station Alameda had been vacated by the Navy and turned over to the city of Alameda, The Sea of Anarchy YC recently decided to spend the night at anchor in one of the formerly restricted areas. We chose the Seaplane Basin, not far from the new site of Nelson's Boatyard.

We arrived on a Friday evening, and were soon greeted by un-uniformed people hollering and shining flashlights from shore. They were apparently trying to get us to leave. We didn't. The following morning, another un-uniformed person in a boat with law enforcement-type blue lights showed up and told us we were in a restricted federal area and that we had to leave.

We told him that it was our opinion, based on recent news articles, that it was no longer federal property and that we were

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Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



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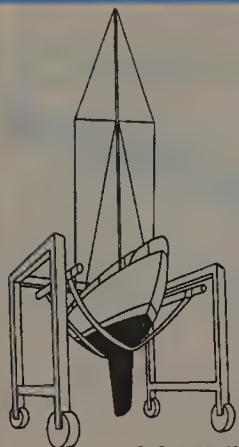
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within our rights to stay there. That afternoon the same boat reappeared, this time with two Alameda police officers in uniform. They told us that we had to leave, and that if we didn't, the Coast Guard was going to show up and — in the words of one of the cops — "I'd hate to be around when they board your boats."

At this point, we decided we should check with the Coast Guard to get their take on the situation. They informed us that someone — presumably the 'flashlight people' — had called the night before, but that they, the Coasties, were unsure about the exact status of the area. They said they'd requested a meeting with the City of Alameda to straighten it out.

The officer on duty was very friendly, telling us that if we spent the night, nobody from the Coast Guard was going to bother us. We club members discussed the situation among ourselves for a while, and finally decided that it was unwise to stay and risk further harassment by the Alameda Police. So we moved our fleet of nine vessels to Clipper Cove.

So the question remains: Can we anchor in the area?

Capt'n Morgan, Commodore
Sea of Anarchy YC

Captain — You can anchor there as far as we're concerned, but we can't speak for the Coast Guard or Alameda Police. We are checking it out further, though, so tune in next month for answers. . . maybe.

DO NOT READ WHILE EATING OR IF YOU'RE SENSITIVE

I'd like to tell the cruising Class of '97 that, "If you don't know Baby Wipes, you don't know shit!" Pardon me for being blunt, but toilet habits quickly become 'common knowledge' aboard small boats. And what with macerators, holding tanks, environmental laws and other issues, many mariners keep their 'bathroom trash' so it can be disposed of by a better means than flushing overboard.

Such trash, smoldering in the tropical heat, can often be cause for olfactory concern. The fragrance of scented Baby Wipes co-mingled with the 'other paper' can help, but there is also an even better reason for making Wipes a part of your boat's head. For the morning dump — or anytime you want to be and feel just a little fresher — reach for a Baby Wipe. They feel nice. They smell nice. And you probably won't use quite so much toilet paper.

Although Baby Wipes are quite utilitarian, you might get strange looks at the supermarket check-out line from folks who know you don't have kids. So what? If they're real friends, you'll be able to share the news with them. If not, 'wipe' them off your list! Ha, ha, ha.

Another use for Baby Wipes? Smart couples leave a box somewhere near the V-berth for cleanup after those 'romantic moments' when neither one of you really want to get up. After all, you'd both probably prefer to just lie there and recover via the afternoon nap!

Travel packs of Baby Wipes are available, but Ziplock bags full of them work just as well. After all, when cruising in foreign countries, the 'facilities' aren't always what they should be.

Derrie Aire
All over the Pacific

Derrie — It took a woman's touch to handle such a sensitive subject so delicately. Thank you ever so much!

We use Baby Wipes — but almost exclusively for wiping the salt off our body just before we hit the sack. Used this way, Baby Wipes can save a lot of shower water.



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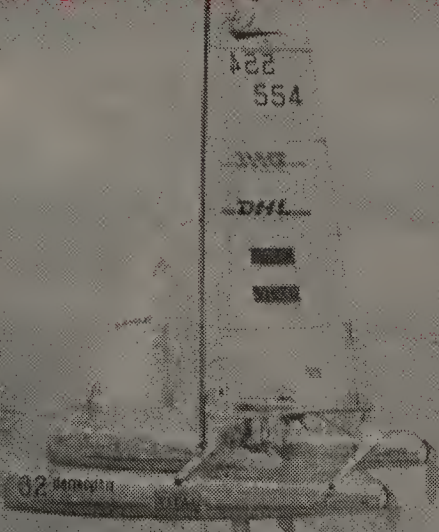


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LOOSE LIPS

Lifesling recall.

It has come to the attention of Lifesling/Port Supply that a small number of these popular man overboard recovery systems sold 5 to 6 years ago may have non-stainless steel D-rings. Lifeslings so equipped represent a safety hazard as they may not perform as expected during a crew overboard emergency.

Port Supply strongly urges all Lifesling owners to unpack the system from its bag and check the D-rings. There are two ways to determine if they're stainless steel: they should have little corrosion and/or they should be non-magnetic. If the rings cling to a magnet or are showing signs of serious rust, the Lifesling is defective.

Port Supply will replace any defective Lifeslings. They ask that owners of defective units *cut the webbing with the D-rings attached and send them by mail to Howard Wright, Lifesling/Port Supply, 500 Westridge Drive, Watsonville, CA 95076*. Please include your shipping address. The D-rings must be attached to the Lifesling webbing to be redeemable. Port Supply will immediately ship back a replacement Lifesling (indicate a preference for yellow or white bag) at no charge to the Lifesling owner.

More power to 'em.

We've always been big supporters of the boating safety courses offered by the United States Coast Guard Auxiliary and United States Power Squadrons. We've taken both ourselves and can say without reservation that they imparted a lot of knowledge for next to no expense.

You may also have noticed that we don't often note when various classes are held, or we should say we don't note often enough when classes are held. The problem is, there are so many of them that space-wise, it's impossible to give everyone coverage. And unfair to just name the half dozen or so whose organizers are on the ball enough to send us notices of times and dates. That's why we were thrilled to receive notice from the U.S. Power Squadron that there's now a toll-free number you can call to find courses in your area. It's 1-800-SEASKIL. Along with the regular boating course are several home-study programs including one that we think should be mandatory: JETSMART is aimed at making users of PWCs — personal watercraft — aware of what's going on out on the water. Which would be a good thing for all of us.

The good news and the bad news. . .

For being a relatively young innovation, GPS has more myths, legends and rumors swirling around about it than any 10 dead celebrities, including Elvis. In the last few months, for example, we've received two faxed articles on the subject. One indicates that by the millenium, sunspot activity will degrade GPS accuracy considerably. The other article says that accuracy will be increased to about 20 feet.

We contacted Tony at Maritime Electronics about the first article, which appeared in the May/June issue of *Professional Surveyor* magazine. It was the first he'd heard of the sunspot thing. He made a few calls and the consensus from the marine industry is that sunspot activity — which apparently *will* increase in the year 2000 — will not have a significant impact on GPS accuracy, "especially with systems like differential GPS in place," says Tony.

The other article, which came unattributed (that is, we don't know what publication it appeared in), says that the new GPS "Block 2R" satellites are undergoing orbital testing now. These babies, "which represent a major upgrade to the original. . . GPS spacecraft design", are supposed to increase accuracy from

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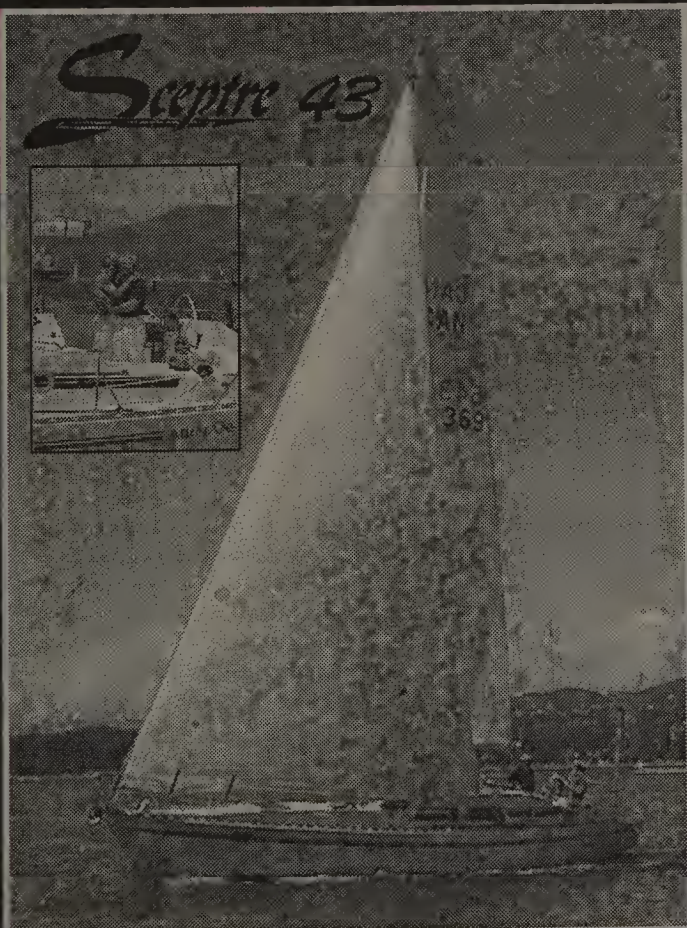
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LOOSE LIPS

the current 10 meters to better than 6 meters — about 20 feet. One of the ways they can do this is share information with one another, which current GPS satellites cannot do. According to the piece, the new accuracy “continues to broaden U.S. Military capability, specifically the ability of B-2 Stealth bombers to drop up to sixteen 2,000-pound bombs, with each bomb specifically steered to its target via GPS during its fall.” It goes on to say how unarmed B-2s are routinely flying high-altitude simulated stike missions “against buildings and airports in a number of U.S. cities.” Talk about good news and bad news. Phew!

Alacrity or Vivacity.

Do you know of an Alacrity or Vivacity dealer or distributor — or any kind of twin-keel sailing club — in the Bay Area or elsewhere? Even the suggestion of a source who might know would be of help.

— Charles Sloan
2886 Waverley St.
Palo Alto, CA 94306

Charles — We're drawing a complete blank on this one. Hope our readers can help you out.

Boat Show tidbits.

We hope you're planning to attend the 26th Annual Northern California Marine Association Fall Boat Show at Jack London Square September 13 through 21, because it's going to be a good one.

One of the largest in-the-water shows on the West Coast, this yearly event spotlights the latest and greatest in sail, sport and fishing craft, marine accessories and related services. Boat prices range from \$3,000 to \$1 million, so there's really something for everybody. Well, unless you can't even raise 3 G's.

A highlight of the show for sailors is the excellent series of seminars given by some of the top names in the business. Two of those this year will be renowned yacht designer Robert Perry and the Delta dawdler himself, Hal Schell. Perry's talk will be on September 20 and 21; Hal will do a slide show and speak on the 13th. Other topics of the series will include *Splicing, Computers on Board, Selecting Marine Electronics For Your Boat* and *Understanding GPS*.

The show runs daily, 10 to 6 weekends and noon to 6 weekdays. Admission is \$7.50 for adults and \$3.50 for kids 6 to 12. The little ones are free. Discount coupons are available at participating marine dealerships throughout the Bay Area or via the internet at www.ncma.com. For general show information, call (510) 452-6262. For exhibit information, call NCMA headquarters at (510) 834-1000.

This is what they mean by leadership.

Shortly before the start of the Atlantic Challenge Cup held earlier this year — the race across the Atlantic for new and old sailing superyachts — George Lindermann, owner of the 170-ft schooner *Adela* came out to the anchored boat on a chartered launch and proceeded to give the crew a pep talk.

As the captain shut down the engine prior to beginning the race, Lindermann told the assembled crew, “There is no honor in second place. We came here to win, and that's what we'll do.”

Maybe Lindermann was unclear on the concept of ‘we’, because as soon as he was done with his speech, he got back on the launch and left. The crew nevertheless took his words to heart — they went on to take overall honors in the race.

Ever hear of ‘Los Rogues’? Neither have we.

But according to Spectrum Nautical News, which claims to

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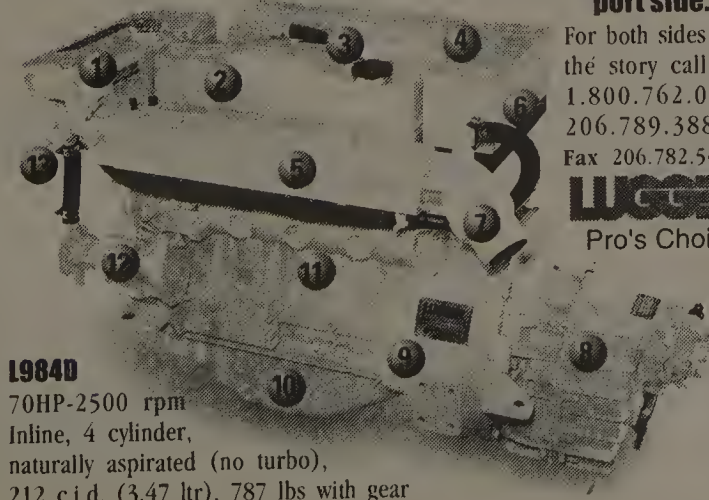
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LOOSE LIPS

offer 'the world's best selection of sailing books and videos', someplace called 'Los Rogues' is supposedly Donald M. Street's favorite cruising destination. We suspect it was a typo and that Street, who has been cruising the engineless 1905 yawl *Iolaire* for nearly half a century, really likes the Los Roques Islands off the coast of Venezuela. If so, he wouldn't be alone. And the folks at Spectrum certainly aren't alone in making typos. We believe we actually might have made one back in '81.

Help and offers of help.

We've received so much response to our calls for help in switching from the PC to Mac platforms — the latter is the standard in publishing — that we haven't been able to thank you all individually. So we'll say a heartfelt 'thanks!' here. We've already implemented some of the suggestions and are looking forward to having the time to give some others a shot. You folks are great.

We also receive almost daily offers from 'webmasters' — or whatever the proper term is — for help on our website. In many cases people don't even want to get paid. At this extremely busy time of the sailing year, and with the monster-size Ha-Ha just around the corner, we're unable to accept any help right now, free or otherwise. We can't even acknowledge the offers. Once the Wanderer/Poobah is done with the Ha-ha and the November issue is put to bed, we hope to find a little time.

Jake van Heeckeren, are you out there?

If so, Bill Stone, who used to sail a Flying Dutchman with you, would like to hear from you. Call him at (415) 493-0367.

Anything else you want?

Hellow and congradulations coming to you for that picce of note. I find on 30-Janaury-1997. Iam Francisco Nigaga, 26-year-old and I am living in a smal island 1,500 miles from Trabriand island.

I am having smal group of firend, the yough. They realy need your help. We are about 30 member only. We need only a few things from you: 2 pairsocks, 2 pair spikes, 2 camparel, 38-T-shirts, 30 sportswear socks. These are the things that we need in order to help with the youth team. Before replying me, I want photo of your famly and the bussiness you're running.

— Francisco Nigaga, Simsimla Comm School
Box 19 Losuia, Trobriand Island, Milne Bat
Province, Papua New Guinea

On the reverse side of the stained piece of paper upon which the above note was written was this: *Thrown over at Tikopia, 12° 17.48S/ 168° 49.12E (approximately) on 20 August 1996 from a sibling ship to Big O. For a free Latitude T-shirt, mail this to Latitude 38, Box 1678, Sausalito, CA 94960. P.S. — There is no genie in this bottle. Union rules.*

We appreciate a good joke as much as anyone, but as we said after receiving the first one of these notes several months ago, this is not an authorized *Latitude* thing and we cannot honor the claim on the note. Besides, we don't even have *Big O* anymore.

It's not much, but he's got one.

In the July issue, Paul Whitten wrote in requesting the original owner's manual for a Lancer 3Q. Well, guess what, Paul? Bennett Woll is the original owner of both a Lancer 30 and the original owner's manual. Woll confirmed our suspicion that it — like most owner's manuals — doesn't amount to much. But he's got what there is, plus some helpful stuff about the engine. Call him at (415) 982-6577 to work something out.

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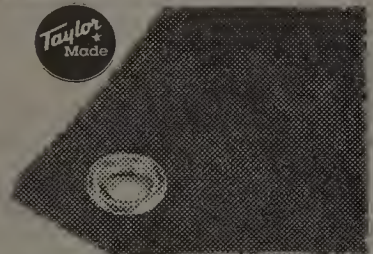
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SIGHTINGS

big boats, big fun

Let's face it: few Big Boat Series in the 33-year history of the event can ever compare with the 1996 epic. But that doesn't mean St. Francis YC's 34th annual Big Boat Series, scheduled for September 18-21, isn't shaping up to be a heck of a sailboat race. On the theory that "if it ain't broke, don't fix it," the format remains the same: seven races over four days with two simultaneous windward/leeward courses on the Cityfront and the North Course. The fun begins at 11 a.m. each day. The social highlight of the long weekend will once again be the Friday night Mt. Gay Rum bash, and the club is encouraging members of other recognized yacht clubs to come join the fun. About 70 boats are expected to compete this year and, for the first time, all crewmembers will be required to wear lifejackets.

As this was written, with a month to go before the series starts, only a few dozen boats had signed up and the division breaks hadn't been established. But here's our best guess of what to expect:

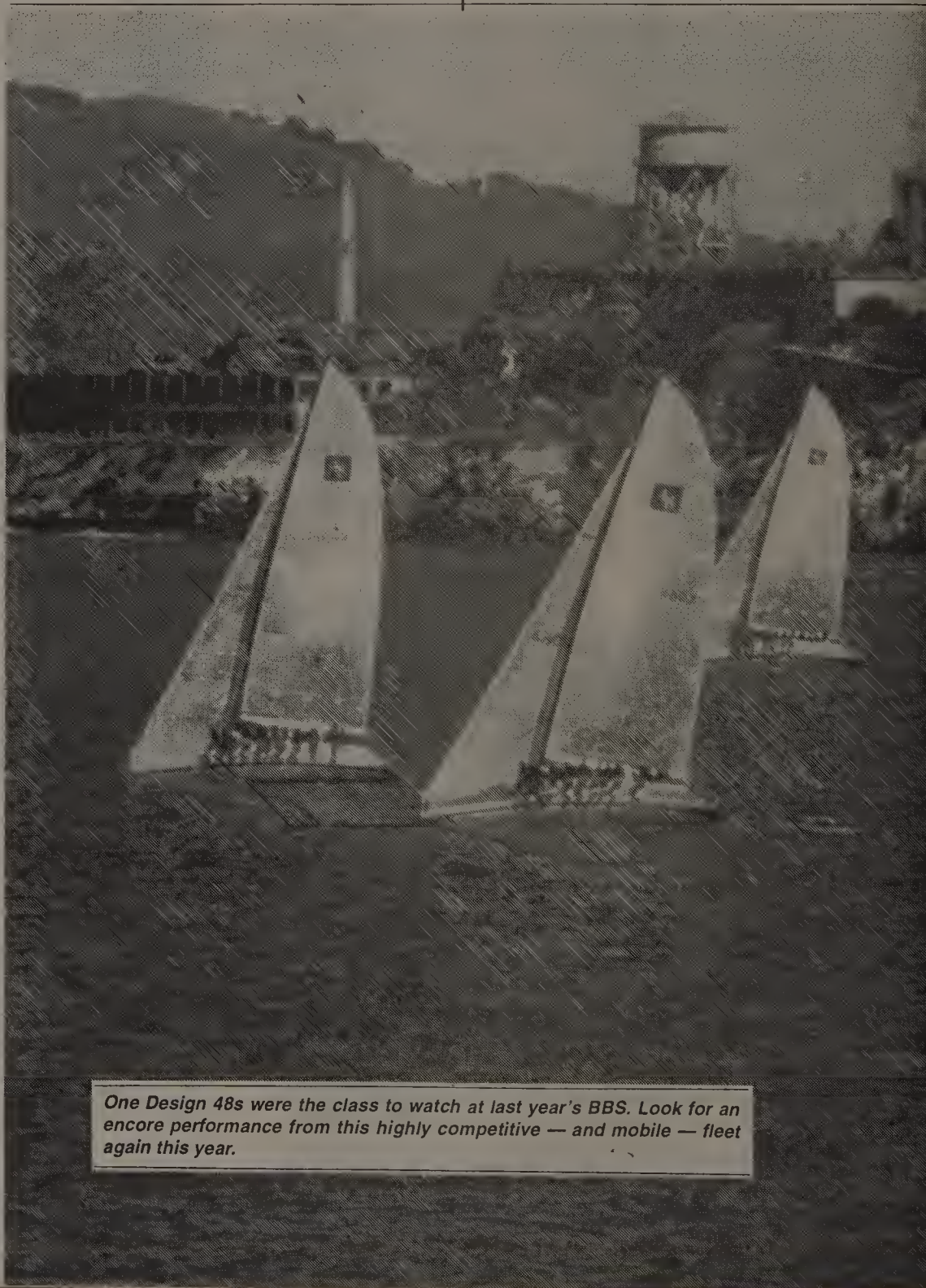
The TurboSleds declined their invitation to the BBS, so the ULDB 70 class will be the 'big boats' this year, with seven or eight expected to compete in an abbreviated three-day, five-race series beginning Friday. Among the sleds that are definitely coming are *Alchemy*, *Kathmandu*, *Mirage*, *Grand Illusion*, *Evolution*, *Taxi Dancer* and *Orient Express*. Rumor has it that *Mongoose*, now under new management, may join the fray, too. This is the second-to-last season counter (the SF to Point Conception Race on October 3 is the finale), and *Taxi* is currently leading. However, in the BBS, smart money's on *Evo*.

The 1D-48s will be back in force, supposedly fielding their entire 8-boat fleet. This new class stole the show from the Maxis here last year and, in our opinion, will certainly be the main attraction once again. Look for *Windquest*, *Abracadabra*, *America True*, *Leading Edge* and the rest to have the closest racing of the Series, as well as the highest density of rockstars. The 1D-48s, which just sailed in the Verve Cup in Chicago, will arrive *en masse* early this month at KKMI and Andersons. They'll be put together in time to sail in the 1D-48 Youth Sailing Cup, a fun event for junior sailors hosted by San Francisco YC on Septem-

wreckage

After exhaustive salvage efforts, portions of Coast Guard helicopter CG 6549 were retrieved last month from the ocean floor 60 miles off Eureka. The HH-65A Dolphin went down on June 8 during the attempted rescue of five people on a sailboat that had lost its rudder. The sailors were saved by another Coast Guard team.

Wind and sea conditions were severe at the time of the crash, but its specific cause is not clear — Dolphins are designed to operate in such conditions.



One Design 48s were the class to watch at last year's BBS. Look for an encore performance from this highly competitive — and mobile — fleet again this year.

continued outside column of next sightings page

retrieved

One body was discovered in the wreckage, which lay in 8,000 feet of water. Remains of the other three crewmen were not found.

Donations to aid the families of the lost Guardsmen can be made to either the CG 6549 Memorial Fund (a general fund to assist the families) or CG 6549 Children's Education Fund (held in trust for the victims' children's higher education). Mail to: Redwood Empire CPOA, c/o USCG Station Humboldt Bay, Samoa, CA 95564.

big boats.— cont'd

ber 15-16.

The IMS Grand Prix division looks sketchy at this writing. The good news, however, is that arguably the hottest IMS boat on the planet — Helmet Jahn's new Farr 49 *Flash Gordon 3* — will apparently grace the Series with her presence. That boat was the top individual scorer at the recent Admiral's Cup series in England, and anchored the winning U.S. team. (See *Race Sheet* for more on that event.) *Flash* will hopefully race against Star legend Bill Buchan's ILC 46 *China Cloud*, which is coming down from Seattle. Other grand prix candidates include a trio of CM 1200s — *JackRabbit*, *Raven*, *Tabasco* — as well as *Recidivist*, *Blue Chip* and *Jubilee*. However, many of these boats are wavering be-

continued outside column of next sightings page



COURTESY 1D48/KEITH TAYLOR

SIGHTINGS

big boats — cont'd

tween IMS and PHRF. Unfortunately, even if enough of them sign up for IMS, the rating band between *Flash* and a Mumm 36 or IMX 38 is simply too large to ensure meaningful racing.

If IMS folds into PHRF — which looks almost inevitable to us — then there will be four divisions of PHRF instead of the usual three. Like last year, the Northern California PHRF Committee will meet in a smoke-filled back room to throw darts at the rating board in order to come up with custom ratings (in 1-second increments) for the Series. Division A will consist of a mixture of older, heavier big boats like *Velos* (ex-*Desperado*), the S&S 54 *Charisma* and various Swans. Division B will consist of the California 50s: *Swiftsure II*, *Persuasion*, *Elyxir*, *Ingrid*, *Stealth Chicken* and maybe others, as well as *Flash Gordon* and *China Cloud*, assuming the latter two don't both pull the plug upon hearing of the demise of the IMS class.

The third division will be for boats in the 40-foot range, which would consist of the bulk of the IMS refugees, augmented by the new Bashford-Howison 41 *Cha-Cling*, *It's OK!*, *Cadenza*, *Scorpio* and several J/130s and J/120s. Both the 'B' and 'C' fleets should feature some great racing this year if the classes shape up along these lines. The 'little' boats will feature the 99-raters, the Farr 36s, some older one-tonners and

continued outside column of next sightings page

the wrong place at

There is likely a heck of a story behind the grim scene depicted below. Unfortunately, you're not going to read it here. At least not this month.

According to a sketchy Coast Guard report, and Jean Rudy of Clearlake — the eyewitness who sent us these photos — a 17-ft Bayliner motorboat going at high speed plowed into the starboard side of *Celerity*, the Peterson 44 in the photo. (The Coastie report for some reason called the sailboat *Annie*, but in Rudy's photos you can clearly read *Celerity* on the stern.) The incident occurred on the afternoon of Saturday, August 9, about a half-mile east of Angel Island. The accident caused the sailboat's mast to fall, and the motorboat to sink. We interpolate from the photo that *Celerity* was probably sailing with only a headsail unrolled, as the

JEAN RUDY



the wrong time

mainsail is obviously stowed and covered.

According to the Coast Guard report, one of the two people aboard the Bayliner 'required medical assistance'. We do not know the nature or extent of injuries on either boat, although Rudy said the people on the sailboat did not seem injured.

Rudy said the motorboaters were taken aboard the sailboat soon after the accident. They were later transferred to a Coast Guard boat. The motorboat sank about 10 minutes after the crash — in the photo, you can still see the tip of its bow near the section of mast that's in the water.

The Coast Guard did not release names. They referred us to the San Francisco Police Department for the

continued middle of next sightings page



big boats — cont'd

other mostly local boats. *High Risk* and boats that rate near her are 'on the bubble' between 'C' and 'D', which will probably be the biggest class this year with about 15 boats.

Two of the three traditional 'small boat' one design classes will be back in more or less the same proportions as last year. About 10 Express 37s will once again vie for their Nationals, all trying to break *Blade Runner's* stranglehold on the title. The J/105s, arguably the healthiest one design class on the Bay, should field about a dozen boats, possibly including a pair from down south. Look for *Limelight*, which won this year's YRA class championship, to do well, with *Thrasher* and *Bella Rosa* also in the hunt. Like the sleds, the J/105s are skipping Thursday's racing. The J/35s probably won't come up with the requisite eight boats to achieve one design status, which means perennial winner *Major Damage* will have to roll into PHRF 'D'. If the J/35s go this route, it will be another case for four PHRF classes instead of three — and with accordingly tighter rating bands, everyone just might end up happier than before.

That's the quick scoop on the Big Boat Series with just under a month to go. Of course, everything could still change, and it probably will. Call the club at (415) 563-6363 for more information.

transpac commentary

While there was a lot of excitement surrounding this year's record-breaking TransPac, it was also hard to ignore the fact that only 31 boats completed the race. That's less than half the number that competed during the 'glory years' of this former classic, and the fewest finishers since 1951 — nearly half a century ago.

What's happened to cause this dramatic and continual entry-erosion? TransPac officials point to changing times; to the economy; to the high cost of racing today; to the declining interest in offshore sailing; and to the time pressures of dual-income families. If that's true, why is the West Marine Pacific Cup Race apparently immune to those factors? During the period of the TransPac's biggest entry decline, the Pacific Cup has gotten bigger and bigger. Perhaps this is because the Pacific Cup YC has recognized the realities of today's economics, and has structured their race and their marketing efforts with those factors in mind.

Marketing is undoubtedly the key difference between the Pacific Cup and the TransPac. For months and months before their race, PCYC conducts meetings, parties and seminars up and down the coast to promote their event. They highlight the fun elements of this adventure and encourage couples to share the experience together. This theme is also disseminated through an extensive advertising program which is echoed in every West Marine store. In contrast, the TransPacific YC has never sustained any kind of proactive program to take their story to the yachting community. There are no ads, no public meetings — not even any pre-race posters. They don't even publish a newsletter any more. Instead, they seem to rely on press releases to generate interest in their race.

There are other factors that may have played a roll in the continuing attrition. Over the years, TPYC has given so much prominence to the first to finish boats that the little guys have frequently felt overlooked. Being the overall winner never seemed as important as being first to finish — which served as just one more disincentive for the smaller boats.

This year, TPYC 'fixed' all of that. Their staggered starts had the line-honors boats at such a disadvantage that 11 other boats were already in the Ali Wai Marina when the TurboSleds arrived. And now the big guys aren't happy either. "I never would have entered this race if I'd realized TPYC was going to start the 50-footers three days before

continued outside column of next sightings page

SIGHTINGS

transpac commentary — cont'd

us," stated Mike Campbell, owner of the Andrews 70 TurboSled *Victoria*.

One other point. Can it be pure coincidence that their entry-erosion started about the same time TPYC assumed the dual role of race organizer and race handicapper? In all other offshore events, classes are invited to participate, and the matter of ratings is turned over to organizations in the handicapping business. Not the TransPac. The TransPac Race is the only offshore contest on this coast — perhaps the only race on the continent—that forces their unique handicapping system on all participants. TransPac handicaps are presently based on IMS numbers with some arbitrary elements factored in. This is a curious decision considering that IMS racing has never caught on in California, and adding arbitrary elements just opens the door to second-guessing and criticism.

If the IMS crowd wants to enter the West Marine Pacific Cup, PCYC will establish a fleet for them. However, the reality of the situation is that ratings will be provided by the preeminent handicapping organization in this area — the Northern California Performance Handicap Racing Fleet. While PCYC adjusts these ratings with a well-published formula to factor in the downwind nature of the race, they don't allocate a lot of energy to handicapping. Their primary focus is on participant enjoyment—not complication or controversy.

There is no question that the TransPac is still the most prestigious offshore race on the West Coast. However, focusing on the leading-edge crowd and making a number of curious decisions has turned off many casual racers — and caused entries to shrink on a continuing basis. The West Marine Pacific Cup has certainly been the beneficiary.

— tom leweck

murder, rum & o.j. — the acquittal of jim and penny fletcher

The most widely publicized trial in the history of St. Vincent and the Grenadines ended early last month when Judge Dunbar Cenac directed the jury to acquit American cruisers Jim and Penny Fletcher of murder charges. Had they been convicted of killing water-taxi driver Jerome 'Jolly' Joseph of Bequia, they would have faced death by hanging.

The emotion-packed investigation of Joseph's murder and the subsequent trial was to this tiny island nation what the O.J. trial was to much of our nation: the 'trial of the century'. As we reported in our June issue, the Fletchers — a wealthy couple from Huntington, West Virginia — were the last people to see Joseph alive last October 6. His body, with a bullet hole in the chest, washed up on a Bequia beach the next day. The Fletchers were apprehended while trying to sail away from the island after being questioned by police.

During the nine months before the case went to trial, the Fletchers languished in dismal St. Vincent jail cells, held without bail. Meanwhile 'facts' and allegations surrounding the case swirled into a whirlwind of controversy as investigators — and the international press — learned that since arriving in the Grenadines last August, the Fletchers had earned a reputation as hard-drinking sailors who were prone to boisterous spats in public places and occasional gun play aboard their Wellington 47 sloop *Carefree*. To their credit, however, they also set up a \$25,000 fund to insure that local children received ample school supplies.

According to sources in the islands, the Fletchers had been damned by the 'court of public opinion' long before the real trial began on July 29. Nevertheless, all the evidence against them was circumstantial: Joseph's body and his boat washed up in areas 'downcurrent' from where *Carefree* had been anchored. The Fletchers declared a .22 calibre handgun to customs upon clearing into the Grenadines — the same calibre bullet that had killed the 30-year-old Bequian. But ballistics

continued outside column of next sightings page

wrong place

'complete report'. (Apparently, the police boat responded to the incident along with the Coasties.) We couldn't get a thing out of SFPD.

We did eventually track down the names of *Celerity's* owners through a third party. Through him, they requested that their names not be published and we'll respect that. Neither did they want to talk or, according to the third party, "Did they ever want to see the boat again." The owner, who had two of his children aboard, was severely — and understandably — traumatized by

The TransPac Race has always been a thrill and a half to complete. Especially the last few miles past Diamond Head, everybody's usually grinning as big as the crew of Liz Hjorth's Perry 56 'Stealth Chicken' here. Could all those happy faces mask deeper problems? Read the accompanying editorial and decide for yourself.

— cont'd

the accident.

Of course, it came as no surprise that the powerboat guys didn't want to talk, either. Jean Rudy says that as she shot other photos of the crash, they would sometimes cover their faces.

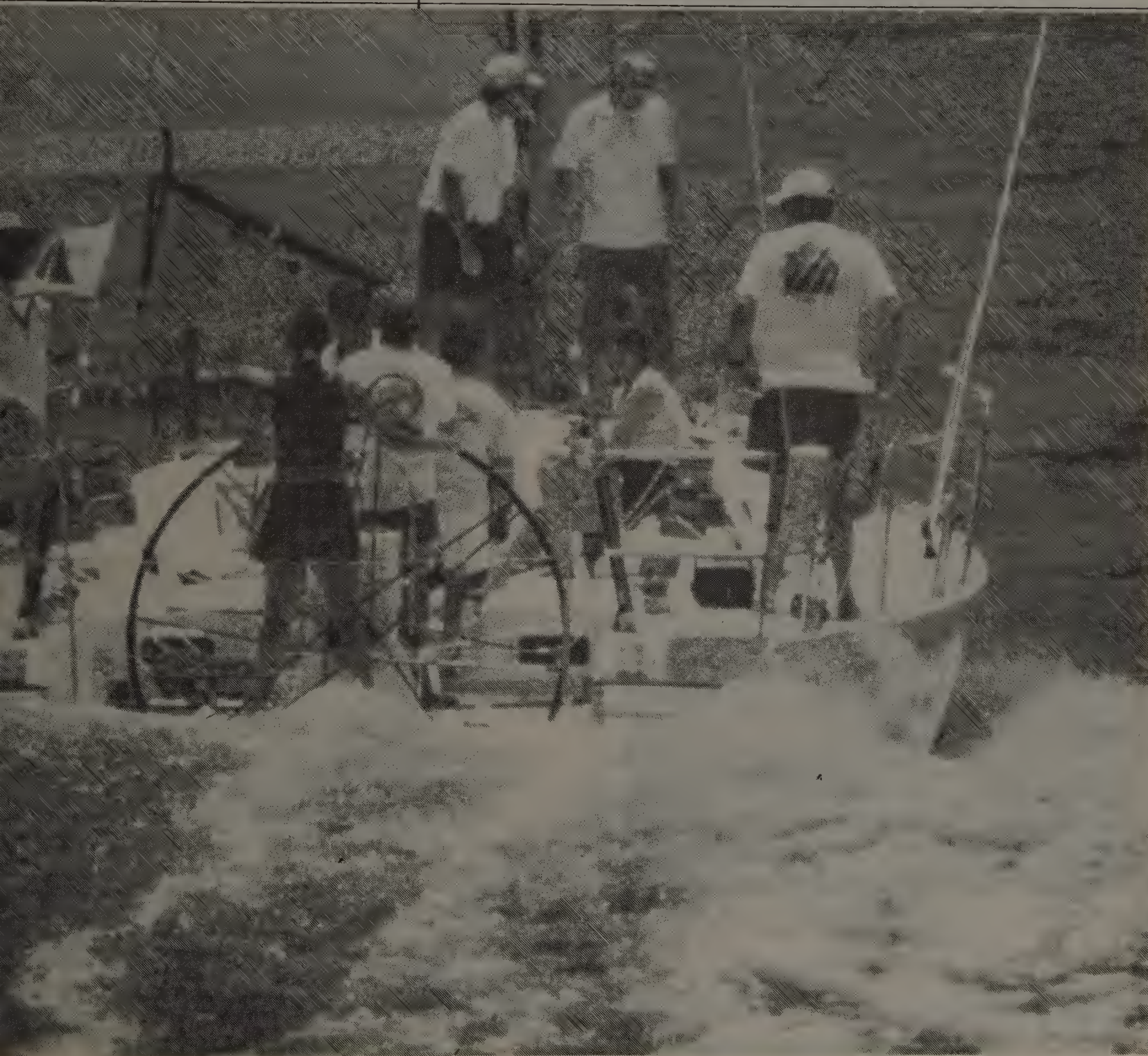
Unless the owner of *Celerity* changes his mind, this may be as much coverage as you'll see on this incident. Which would be unfortunate. We'd never wish accidents like this on anyone, but they happen. An in-depth look at why, and how people deal with it, could benefit us all.

fletchers — cont'd

tests on the deadly slug did not match unspent ammo found aboard *Carefree*. Although they never reported it to police, the accused claimed their gun had been stolen months before, but a few days before the murder Penny boasted in public that she'd fired a round into her dinghy to celebrate her 35th birthday. That same night, Penny was involved in a public brawl during which witnesses say she threatened to "kill a nigger" as revenge for having been raped in Antigua!

Although news of Jim and Penny's behavior had undoubtedly become an embarrassment to relatives back home, their families stood by them, spending several hundred thousand dollars on their defense. They mounted a major media campaign to pressure the St. Vincent government to release the millionaire couple — or at least insure them a fair trial. Their hometown paper, the *Huntington Herald Dispatch*,

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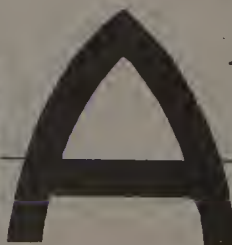
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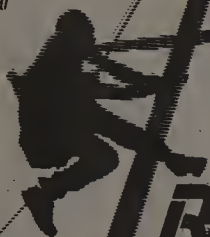
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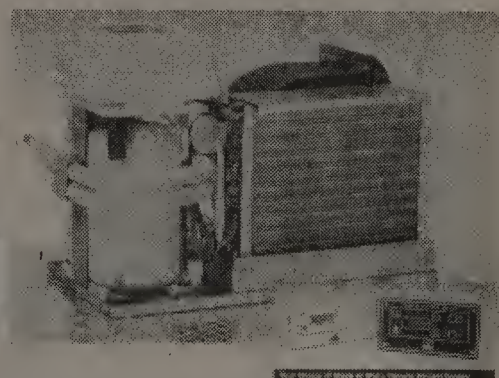
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SIGHTINGS

fletchers — cont'd

ran frequent updates, and even set up a website dedicated exclusively to the case.

As publicity broadened, 'big league' news teams from *Nightline*, *Prime Time*, *Inside Edition* and others descended on the island to cover — and often 'sensationalize' — the story. With his country being presented in a negative light, St. Vincent Prime Minister James 'Son' Mitchell went on the defensive appearing on CNN's *Burden of Proof* and was widely quoted for calling the Fletchers "ugly Americans."

The family's lobbying efforts reached West Virginia Senator Jay Rockefeller, who asked Secretary of State Madeline Albright to intercede on the couple's behalf. President Clinton even got involved, asking Prime Minister Mitchell to guarantee a fair trial.

The investigation and trial were not without other bizarre twists and turns. A former West Indian deckhand, Benedict Redhead, testified that he'd come back to the boat one night to find Penny Fletcher and Jolly Joseph locked in a passionate embrace. The Fletchers countered that it was Redhead who stole their .22 long before the murder occurred. Furthermore, the Fletchers suggested to police that Joseph was killed because he was a small-time drug dealer, but some locals

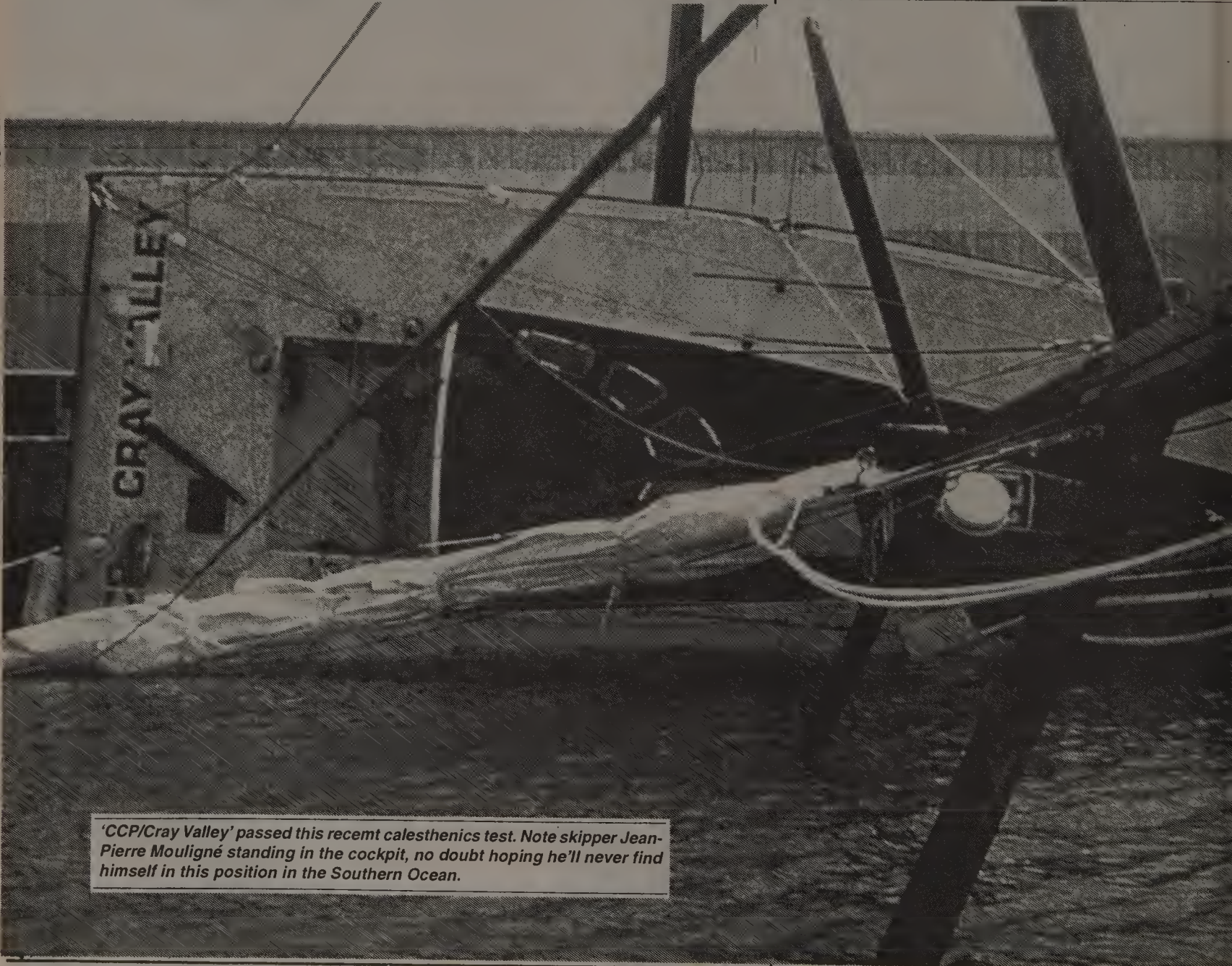
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don't try this

They're lean, mean and breathtakingly fast, but state-of-the-art BOC 50 and 60 footers are not without their weaknesses. An important one is stability. As became painfully evident in last year's Vendée Globe race, some of these boats seem to be more stable upside down than rightside up. Four boats flipped and sank in that singlehanded, nonstop round-the-world marathon; one taking skipper Gerry Roufs down with it. Easily the most memorable picture to come out of that race was of competitor Thierry DuBois dressed in a survival suit, clinging to one of the rudders of his capsized boat while the bulb keel jutted 12 feet into the air — so much for positive stability!

Concern over this issue resulted in the strange looking scenario you see here. This is Jean-Pierre Mouligné's BOC 50

BILLY BLACK

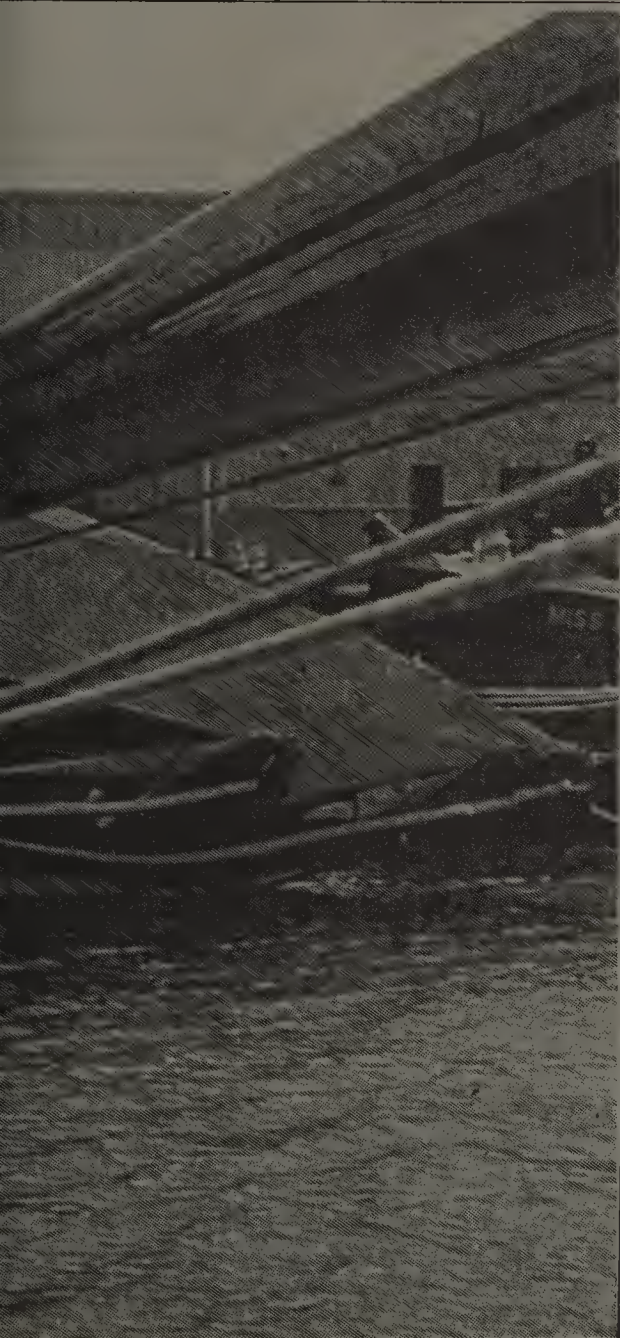


'CCP/Cray Valley' passed this recent calisthenics test. Note skipper Jean-Pierre Mouligné standing in the cockpit, no doubt hoping he'll never find himself in this position in the Southern Ocean.

at home

CCP/Cray Valley getting put through a full-scale self-righting test last month in Newport, Rhode Island. The test involved hooking up a crane to an attachment on the boat's keel and lifting until the boat was inclined to 90 degrees. A 'strain guage' then measured how hard the boat was trying to right itself — or not. We had a few laughs imagining how they would undo the shackle without getting killed, but in reality, CCP/Cray Valley was righted the same way she was tipped over: in a slow, controlled manner. It's believed that 'Cray is the largest boat in the U.S. to ever undergo such a test. Fortunately, the Finot-designed 50-footer passed with flying colors, more than exceeding the race and safety requirements for the Around Alone Race, which Mouligné plans to en-

continued middle of next sightings page



fletchers — cont'd

claimed that the Fletchers themselves dealt drugs, and indeed, Jim Fletcher had been investigated but never charged during a stateside drug case in the '80s.

Even before the preliminary hearing was held, Arturo Diaz, an attorney for the defense, claimed he had been propositioned (by a well-known Vencen-tian with close ties to the police) to pay \$100,000 for the couple's release. Reportedly, the family was fully prepared to pay the bribe until the deal was called off due to publicity generated from a similar extortion allegation concerning the murder of South African cruiser Lorraine Heath (see *Sightings*, February '97). Diaz himself was threatened with jail time when he went public with the extortion scheme. Then, during the first days of the trial, two jurors received telephoned death threats.

Judge Cenac's decision to acquit came after the prosecution finished presenting their evidence, but without either of the Fletchers taking the stand. The defense opted to make a 'no-case submission', implying that the prosecution had not established probable cause. The judge agreed and ordered the acquittal.

The Fletchers fled the island by a chartered plane immediately after regaining their freedom. At this writing Penny is hospitalized in Florida, suffering from severe malnutrition. "I haven't really eaten anything in two months," she was quoted as saying shortly after her release. She'd also undergone surgery without anesthetic for a cervical condition while incarcerated. Although he finally sobered up in jail after what a family member called years of drunkenness, Jim, too, was a shadow of his former self after subsisting on the meager jailhouse diet. At 50 years old and 6'1" tall, he had withered to a mere 125 lbs. The twosome had vowed to commit suicide if convicted, but now that the tables have turned, they plan to continue cruising despite protests from family members.

Just as the Fletchers were elated to regain their freedom, the citizens of the Grenadines must now be relieved to finally have the spotlights of international media scrutiny lifted from their normally peaceful islands. Nevertheless, they are left with the haunting question: if the Fletchers didn't kill Jolly Joseph, then who did — and why?

— latitude/aet



Jim and Penny Fletcher — free at last.

ka'iulani's last free ride

In 1905, at the tender age of 23, Hawaii's last remaining monarch, the beautiful princess Victoria Ka'iulani, died soon after being denied the throne. In 1997, over 70 years later, the princess' spirit lives on in one of the most beautiful boats ever to sail San Francisco Bay, the 85-ft gaff schooner *Ka'iulani*.

continued outside column of next sightings page

ka'iulani — cont'd

In late July, *Ka'iulani* departed her Sausalito dock with 40 aboard for her last sail as a private vessel. Having passed her Coast Guard passenger-carrying certification only days before, from here on out, the Bay's newest charter schooner will be carrying paying passengers.

The 65-ton *Ka'iulani* is a masterpiece of wood, rope and bronze. Every inch of her shows painstaking attention to detail, from the cold-molded wood hull to the fitted-to-perfection teak decks and trim. Designed by William Crealock, she was launched in 1984 at Coast Boat Works in San Diego for Captain Russell Kneeland. Modeled after a turn-of-the-century Pacific Coast gaff topsail schooner, the boat was built to be a comfortable passagemaker. Kneeland, an ex-paratrooper turned businessman, lived and worked in Mexico City, but based the boat out of Hilo, Hawaii and San Diego. In less than 10 years, he

put over 60,000 miles throughout the Pacific under her keel, including several attempts to round Cape Horn and, eventually circumnavigate. On the third attempt in 1993, he fell ill along the coast of South America, and died of cancer three weeks later. Soon after, his estate put the boat on the market. She ended up sitting for several years before a dreamer named Robert Michaan found her.

As long as he can remember, Michaan has been interested in boats, both growing up on Long Island and during several stints working for shipping companies overseas. During the '60s and early '70s, his resume included everything from investment banking to working for Greenpeace. He finally migrated to San Francisco in the mid-'70s, where he was 'adopted' by Alan Olson and the charter schooner *Stone Witch*. Michaan soon became part of the *Stone Witch* family, crewing on sailing expeditions, eventually earning his skippers license. Soon thereafter, he skippered several charter sailboats, taught sailing and dreamed of owning his own charter schooner one day. The dream helped him through the next decade, while searching for his ideal boat.

In 1996, after chasing what seemed like hundreds of boats, the now 50-something Michaan found his boat. When he saw *Ka'iulani*, it was love at first sight. She was everything he'd dreamed of and more. Every dream, however, has its price, and part of this one was that the boat had never been certified as a charter vessel. Michaan knew it would be an uphill struggle, not only to afford the still-pristine schooner, but to go through the process of converting her to passenger-carrying status. But he decided to give it a try.

Dreams like *Ka'iulani* often require financing. After being turned down by nearly every lending institution in the country, Michaan found his benefactor in an unlikely source — a Japanese bank based in San Francisco's Chinatown. It took the San Wa Bank, according to Michaan, to finance an American-built vessel chartering in American waters.

In April, 1996, Michaan took delivery of the boat in San Diego. He assembled a crew of waterfront friends and brought her north. Then came the long, tedious and expensive process of certification. During this, Michaan tried to take the boat out for 'exercise' at least once a week, inviting friends, associates and paid crew members for free sails around the Bay. Then, after a year of Coast Guard inspections, meetings, several refusals, scores of plans, diagrams and demonstrations, Michaan eventually saw the light at the end of the tunnel.

Finally, on July 18, the Coast Guard certified *Ka'iulani* to carry up to 49 passengers. Based out of Sausalito's Marina Plaza, Michaan invites charter guests aboard to share his dream. Emphasis will be on the 'carriage' trade and corporate charters, with scheduled cruises, eco-tours and sail training offered, as well as special events. As an ordained 'minister', Michaan can also perform weddings. Catering, entertainment and most other requests can be accommodated, he says.

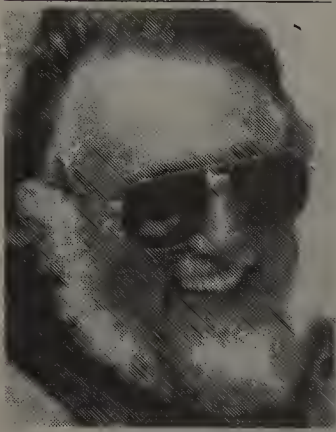
So, unless you were one of the lucky guests who enjoyed sailing the

stability

ter next year.

That race, which differs from the Vendée in that it is accomplished in four legs, was formerly known as the BOC Challenge. Though the British BOC Group pulled out as title sponsor after the last race in 1994-'95 — and Around Alone is still lacking a title sponsor — the event is definitely going to start off Charleston, South Carolina, on September 26, 1998. Among participants at this early date are Giovanni Soldini, who has already committed his new 60-footer, and seven 'provisionally' entered 50-footers. Race offi-

JOHN SKORIAK



continued outside column of next sightings page

— cont'd

cials hope for 20 boats to actually start the race — about the same as last time — with possibly more 50s than 60s this time around.

We'll keep you up to date on the Around Alone Race as details come into focus. In the meantime, we remind readers that many of the boats that will compete in Around Alone will be racing into San Francisco Bay about next March. The Clipper Challenge, over which we waxed elegant in the July issue, starts off the Statue of Liberty on January 1 and ends 14,000 miles later at the Golden Gate.

ka'iulani — cont'd

schooner this past year, from now on you'll only be able to get aboard by chartering her. And although there are no more 'invitational' sails, the cost is reasonable, the affable and experienced crew is ready, but the *Ka'iulani* just gave her last free ride.

— john skoriak

For more information on *Ka'iulani* charters, contact Discovery Yacht Charters at (415) 331-1333 or www.sfyacht.com.

slow boat to suisun

The scow schooner *Alma* was built on the shores of San Francisco Bay late in the last century. But to those old enough to remember the popular songs of the '50s, she certainly evokes the image of the origi-

continued outside column of next sightings page



SIGHTINGS

slow boat — cont'd



nal 'slow boat to China.' The sole survivor of a long line of unique 'floating trucks', her flat-bottom design allowed her and her sisters to pull into the shallowest of tributaries to load bricks, hay, lumber, wheat — any kind of bulk cargo that didn't have to move fast. If the tide caught her, she'd just settle on the mud and wait for the next one.

These days, the restored museum ship's expansive deck space and below-deck storage serves well for another 'hauling' job: mothership for a fleet of traditional small craft that venture yearly from the Bay to the Delta. This year's five-day trek was attended by — depending on the day — up to 20 boats and 40 to 50 rowers, crew and camp followers. While most of the craft were small pulling boats, several sailboats were also in attendance.

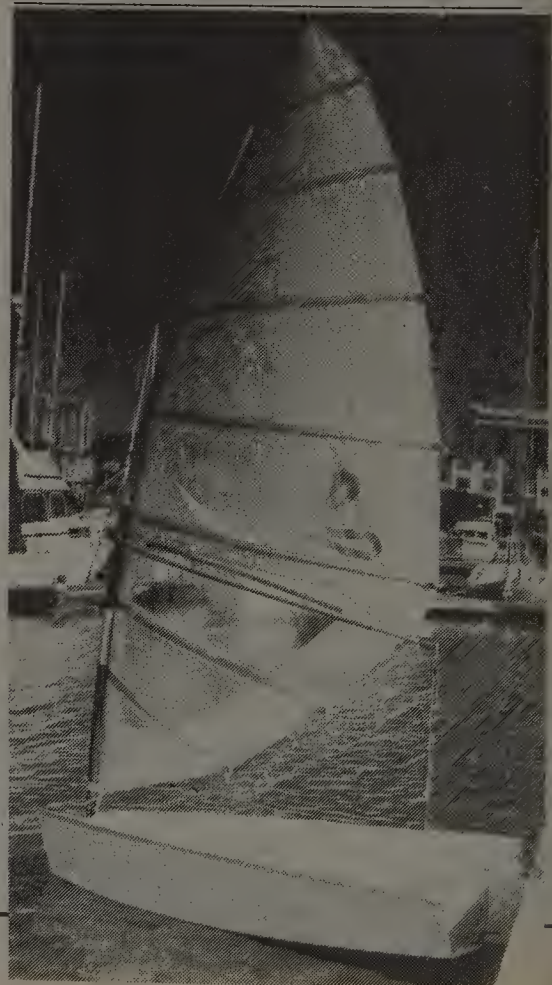
Bill Doll, Curator of Small Craft for the San Francisco Maritime National Park, has been organizing these trips for the last three years, helped ably by the support and staff of the Museum Association. In addition to being a lot of fun, the museum's gunkholing trips provide perhaps the ultimate 'hands-on' opportunity for seeing what traditional wooden craft can do. After four or five days in one of these boats, participants definitely have a better feel for the craft than those who just view them in a static exhibit. (Many swear the next time they'll just opt for the exhibit.) *Alma* is the mothership for these voyages, a moveable, historic campsite providing food, shelter, beer, a place to stow gear or sling a hammock, and a certain measure of security. Although *Alma* does have a couple of 'iron jibs' below now for safety, she still sails much of the time, and that time appears leisurely. For small boats more influenced by the forces of wind and water, the pace can feel faster.

On the first day of this year's trip, which departed Hyde Street Pier at 0700 on June 16, the pace was pretty leisurely, with favorable wind and current all the way to our destination at China Camp. The second day was another story. Fourteen small boats set out from China Camp about 0900 on a flood current timed to carry them across San Pablo Bay, through Carquinez Strait and into Benicia by early afternoon. Calm at first, more than 20 knots of wind soon arose out of the south, churning up 3-4-ft swells with white water blowing off the tops — no problem for the 42-ton *Alma*; definitely exciting in a 12-18 foot open boat with low freeboard. The sailing craft reefed or went to oars only. One boat swamped and was taken in tow by *Alma*. Three motorized

continued outside column of next sightings page

a dinghy

Fred Minning of Walnut Creek was one of several Baja Ha-Ha entrants who sent in a little extra something in their entry packets. We were so tickled by the clever dinghy Fred built for his Peterson 34 that we thought we'd share it with you.





idea

The neat thing about this 8.5-ft hard dinghy is the way it stows — the transom comes off and the little boat attaches limpet-like to the yacht's foredeck; its hind end straddling the front of the cabin roof.

Construction is of Divinycell foam and glass. Dimensions were taken right off the big boat to insure a snug fit.

To use the dinghy, Fred just attaches the transom and away he goes. It motors at 11 knots with a 3.5-horse outboard, and sails well with a cheap and efficient sailboard rig. In fact, like most serious boardheads, he has two sails — a little



3.5 square-meter sail for big breeze and a big 5.7 for everything else.
Great idea!

slow boat — cont'd



chase boats were kept busy tracking the fleet. They were doubtless thankful that all participants on these trips must be experienced small boat handlers.

The excitement continued even after everyone was safely tied up, as crews relived the day in great detail at the bar at Benicia YC — no gunkhole that!

The third day, an 18-mile trek to Collinsville, featured favorable current, moderate wind and several degrees less tension than day two. Nevertheless, a Whitehall capsized, but was soon back in operation thanks to an alert chase boat. The only really serious encounter that day was with King Mud and Queen Tule, who arose from the ancient gunk as we crossed the 122nd meridian — official demarcation for cross-

ing from San Francisco Bay into the Sacramento Delta. Woe to those who had not crossed the line before on a previous gunkholing trip! Eleven such unfortunates were judged, found wanting and subjected to attitude adjustments before being accepted into the Ancient Order of Tule Rats.

On the fourth and fifth days, the flotilla moved from big waters into the real tule country: Montezuma Slough, Nurse Slough, Cutoff Slough and finally Suisun. Here we came to appreciate another aspect of our craft even more — you can't get much closer to the colors, textures and spirit of the Delta than from a small, open boat. Green tules wall the water. The brown current twists through marshland. The Potrero Hills are steep, grass-covered, treeless, sensual. . . the true golden hills of California. Redwing blackbirds call. Marsh hawks harry. A wren scolds from her hiding place within the green maze. An unseen splash might signal an eroding riverbank, fish jumping, suprised muskrat — or even an otter. These are the quiet reaches. Oars creak in oarlocks. Pulling boats go close to the tules, seeking shelter from the wind. Sailboats stay in mid-channel to take best advantage of it. Rowers use current — 2 to 3 knots or more in the sloughs — when it's favorable, play the back eddies when it's not. The days are warm. As the fourth day draws to a close, we anchor in Nurse Slough. By evening the wind is wild and continues so through the night. We hunker down in sleeping bags aboard *Alma* and listen to it sing through the rigging as a full moon rises, casting deep shadows in the cleavage of the hills.

On the last day, it's a minus tide. A bridge over Montezuma Slough forces *Alma* to backtrack, circle around through Honker and Grizzly Bays, and take Hunter Cut into Suisun Slough in order to get to Suisun City. When the tide is this low, visibility is limited to a narrow stretch of water between steep walls of mud and tule. The heat can be oppressive. Boats spread out over the course and it's easy to be alone. Small streams, and some not so small, branch off the main slough and after many turns deadend in a bank of mud. People can get lost in here. One crew did. For them, the 10-mile trip was three hot, harrowing, difficult hours longer than for everyone else. Fortunately, the skipper used his experience and good sense to find his way back to the fold.

All boats and participants survived. We made 63.4 nautical miles in 4 1/2 days, for a grand average of .63 knots. We didn't go anywhere near China, but the rest of the song fit perfectly. Now, what rhymes with 'Suisun'. . . ?

— peter evans

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(no more entries please!)

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Oct. 26: Skipper's Meeting/Kick Off
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Oct. 28: Start of 360-mile first leg to
Turtle Bay

Oct. 31: Halloween Party at Turtle Bay

Nov. 1: Beach party at Turtle Bay

Nov. 2: Start the 240-mile second leg
to Bahia Santa Maria

Nov. 4: Lay day at Bahia Santa Maria

Nov. 5: Start the 170-mile third leg to
Cabo San Lucas

Nov. 7: Lucina and Phil's Broken
Surfboard Tacqueria Beach
party on the beach - where
else? - at Cabo.

Nov. 8: Final awards party sponsored
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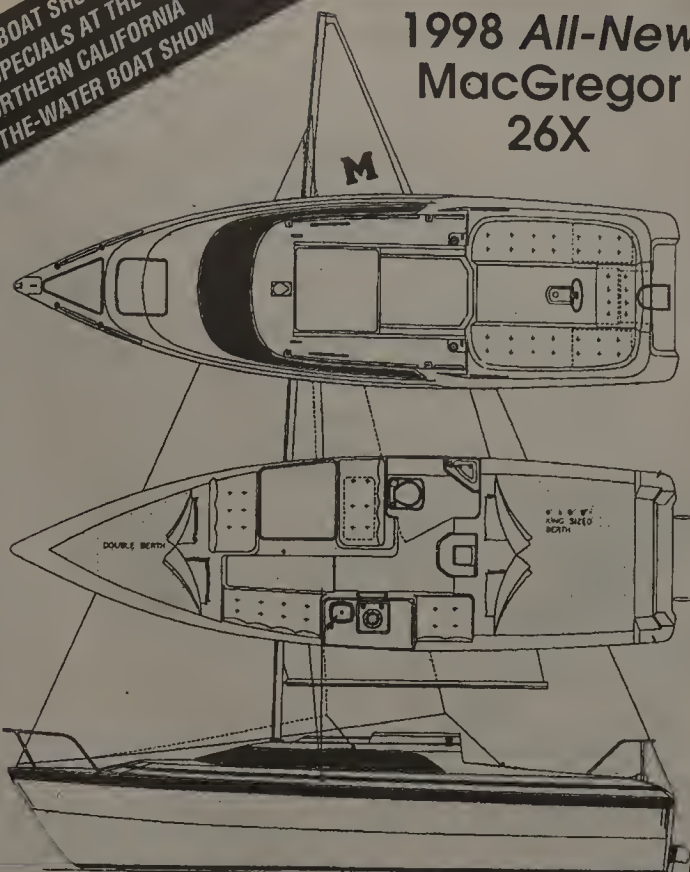
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SIGHTINGS

why the u.s. can't compete in cruise lines

When the Carnival Cruise Line ship *Holiday* leaves L.A. for Mexico, Pavel Lukanova, who earned an economics degree in Croatia, works the bar. He works 10 months a year, gets two days off a month, and gets paid \$1.50. Not \$1.50 an hour, but \$1.50 a *day*! A bartender's day tends to be 16 to 18 hours aboard a cruise ship.

We didn't get this information from Carnival Cruise Lines spokesperson Kathy Lee Gifford — who seems to have an unfortunate pattern of association with companies who pay extremely low wages — but

continued outside column of next sightings page

return of

This is what the beach at Cabo San Lucas looked like on December 9, 1982, after 29 boats — including Bernard Moitessier's *Joshua* — were washed up by a sudden storm. As you might recall, '82-'83 was the last really big El Niño year.

Was the Cabo storm a result of the El Niño? With El Niño back this year stronger than ever, and with hundreds of folks set



the babe

on cruising to Mexico, it's an important question. We can't predict the future, but we sailed to and in Mexico with our boat during that last El Niño, and we can tell you what it was like then. Tune in next month, and we'll explain why we'd be far more worried about cruising to French Polynesia.



LATITUDE/RICHARD

cruise lines — cont'd

from a July 3 article in the *Wall Street Journal*. As most folks know, the *Journal* is hardly the mouthpiece of the labor movement or communist enthusiasts.

Relatively speaking, Lukanova has it good because he gets tips that bring his monthly income up to \$1,000. Those who do menial work away from the passengers don't have access to tips. On the other hand, Lukanova had to pay an agent \$600 to confirm getting his job, and then Carnival a \$1,400 reimbursement for his ticket from Croatia.

How are cruise ships able to attract such employees? Because the pitiful wages they receive are often much higher than what they could earn back home. There's not much call, for instance, for economists in Croatia.

In all fairness, some cruise ship employees do quite well. Some bartenders and others that have lots of passenger contact can make \$30,000 to \$40,000 a year. And they don't have to pay rent or for food. On the other hand, their quarters are usually extremely cramped, and generally they're not allowed to fraternize with the passengers. Mamas, don't let your sons grow up to be cruise ship employees.

Cruise ship lines are able to cut expenses to the bone by flying 'flags of convenience' — such as Panama or Liberia — which enable them to avoid U.S. minimum wage laws, taxes, registration, inspection fees — and costly safety and environmental regulations. The cost differential is so great that there is only one U.S.-based cruise ship company. And the only reason it can exist is because it goes between the Hawaiian Islands, something U.S. maritime law prevents foreign-flag vessels from doing.

Officials in cities like Monterey, which are looking to get more cruise ship business, are fighting to change the laws that severely discourage cruise ships from visiting smaller U.S. ports. We find it hard to get enthusiastic about it, knowing that cruise ships pay such pitiful wages. On the other hand, if the ships don't stop at Monterey they'll just go somewhere else.

There's lots of scrap iron in L.A. Harbor — and there's lot of irony, too. Lukanova and his mates make \$1.50 a day. Nearby Longshoreman clerks with a high school education make \$90,000 a year; crane operators make \$120,000 a year, and harbor pilots \$150,000. And they're all about to go on strike because it's not enough. Or maybe just because they're in an ideal position to extort more.

The global economy; it's still got some rough spots.

mexico crew list '97 — otra vez

Have you been good little girls and boys? Santa may know better; but we'll just have to take your word for it. You have? Okay, you get another chance at the Mexico-Only Crew List.

You know the drill by now. You fill out the forms on these pages as completely and honestly as possible and send them to us by September 15, 1997. We, in turn, will compile your names, skills and desires into the October issue's Mexico Only Crew List. From there, people with boats can call potential crew and vice versa. Before you know it, everybody will be full-fledged members of the Mexico cruising class of '97-'98.

It's not all fun and games. That's why we have to keep the lawyers happy by telling you that the *Latitude 38* Crew List is an advertising supplement intended for informational purposes only. *Latitude 38* does not make or imply any guarantee, warrantee or recommendation as to the character of individuals participating in the Crew List or the condition of boats and equipment. You must judge those things for yourself.

If you're still game, great! We welcome you to what could be one of the most memorable adventures of your life. Many of the inspiring cruising stories you've read on these pages started right here.

Here's our usual handful of tips and suggestions to get you going...

1) One form per person, please — unless you and a friend want to go

continued outside column of next sightings page

mexcrulist II — cont'd

only if you go together. Whether you're a couple or just friends, applying for a 'group rate' does diminish your chances of finding a boat somewhat. But finding a skipper who will take you both will certainly enhance the adventure. If you want to try for it, both parties should fill out one Crew List application as best they can. In cases where you need additional separate forms, simply make copies of the ones on these

I WANT TO CREW IN MEXICO

NAME(S): _____

AGE(S) _____ SEX: _____

PHONE OR OTHER CONTACT: _____

(Check as many as apply in all categories)

I WANT TO CREW:

- 1) ☐ For the trip down
- 2) ☐ While in Mexico
- 3) ☐ Sea of Cortez Sail Week (April)
- 4) ☐ For the Baja Ha-Ha cruisers' rally to Cabo starting October 28
- 5) ☐ Return trip up Baja
- 6) ☐ Other _____

MY EXPERIENCE IS:

- 1) ☐ Little or none
- 2) ☐ Bay
- 3) ☐ Ocean
- 4) ☐ Foreign cruising

I CAN OFFER:

- 1) ☐ Few skills, I am a novice sailor
- 2) ☐ Skills of a normal hand: standing watch reefing, changing sails
- 3) ☐ Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems
- 4) ☐ Cooking, provisioning or other food-related skills
- 5) ☐ 'Local knowledge': a) I have been to Mexico before; b) I speak passable Spanish
- 6) ☐ Companionship

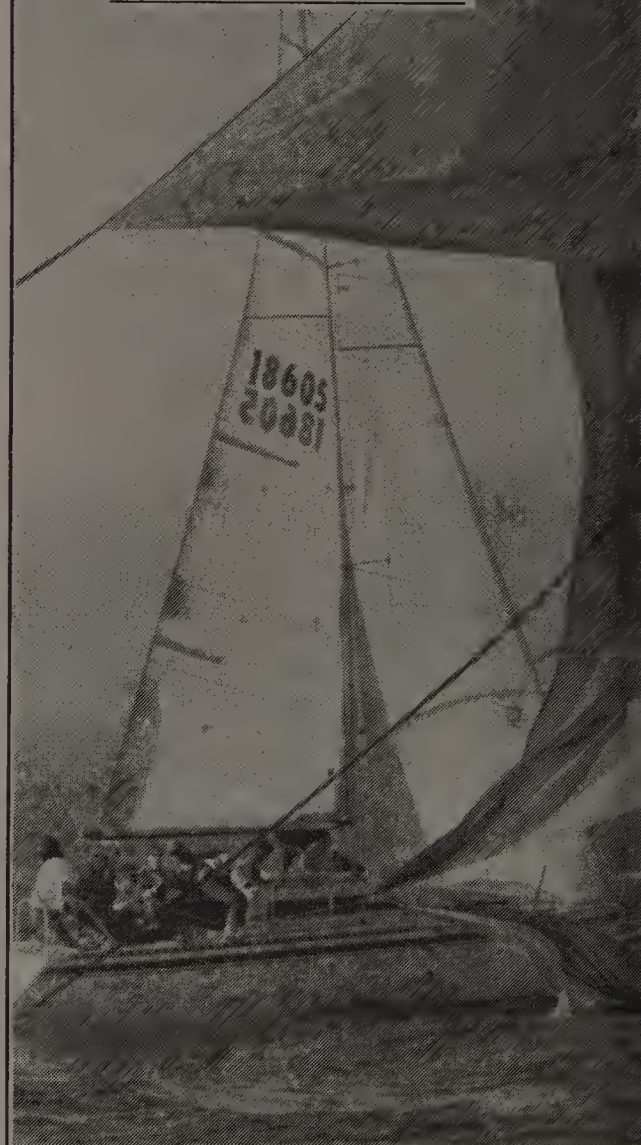


Mail completed form and \$5 to: Mexico Only Crew List, 15 Locust Ave.
Mill Valley, CA 94941 by **SEPTEMBER 15, 1997.**

getting ripped in santa cruz

You think Charlie Brown has trouble with kites, you should go sailing in the Santa Cruz Wednesday night series sometime. During recent coverage of one such humpday race (see page 148 for complete coverage), our intrepid photographer caught these two spinnakers blowing up virtually simultaneously — right next to each other!

Of course, this sort of thing brings smiles to the faces of sailmakers such as Dave Hodges, who provided the photo boat for us that evening. The incident struck us as almost as weird as the BB gun Dave keeps stowed on his whaler. Now what do you figure he uses that for?



pages.

2) All forms must be accompanied by the appropriate fee. That's \$5 for crew looking for boats, and \$1 for skippers looking for crew. (We figure they're spending enough getting the boat ready.) Incidentally, as this tip implies, faxed forms don't cut it. We must receive the fee with the form.

3) We must receive all Crew List forms by September 15. There aren't many sacred cows around here, but this is one of them. We have to have them on the 15th, even if it means you have to Fed-Ex or hand-deliver them. No exceptions.

continued outside column of next sightings page

mexcrulist II — cont'd

4) *Women can use first names only.* We've been telling you this for just about the whole dozen years the Crew Lists have been running, yet less than half the women Listers take us up on it. If you want to use your full name, that's fine. We offer the first-name option as just

I NEED CREW FOR MEXICO

NAME(S): _____

AGE(S) _____ SEX: _____

PHONE OR OTHER CONTACT: _____

BOAT SIZE/TYPE _____

(Check as many as apply in all categories)

I NEED CREW FOR:

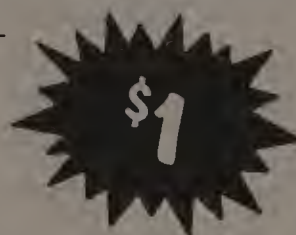
- 1) _____ For the trip down
- 2) _____ While in Mexico
- 3) _____ Sea of Cortez Sail Week (April)
- 4) _____ For the Baja Ha-Ha cruisers' rally to Cabo starting October 28
- 5) _____ Return trip up Baja
- 6) _____ Other _____

MY EXPERIENCE IS:

- 1) _____ Bay
- 2) _____ Ocean
- 3) _____ Foreign cruising

I AM LOOKING FOR:

- 1) _____ Enthusiasm — experience is not that important
- 2) _____ Moderately experienced sailor to share normal crew responsibilities
- 3) _____ Experienced sailor who can a) share navigation and/or mechanical skills, b) who can show me the ropes
- 4) _____ Cooking, provisioning or other food-related skills
- 5) _____ 'Local knowledge': someone who has a) been to Mexico before; b) speaks passable Spanish
- 6) _____ Someone to help me bring the boat back up the coast
- 7) _____ Someone to help me trailer a boat up/down the coast
- 8) _____ Someone who might stick around if I decide to keep going beyond Mexico
- 9) _____ Other _____



Mail completed form and \$1 to: Mexico Only Crew List, 15 Locust Ave.,
Mill Valley, CA 94941 by **SEPTEMBER 15, 1997.**

one more 'layer' of privacy because, as we've said many times, if you are a woman, you *will* get calls. For the same reason, we also suggest you use a post office box, email address, fax number, answering service or almost anything else but your home phone number for a contact. We're not trying to scare you or anything, but a fraction of the men who call you may be interested in things other than sailing, if you know what we mean. We defer to that sixth sense you all have to separate them from the legitimate prospects.

continued outside column of next sightings page

SIGHTINGS

mexcrulist II — cont'd

5) *Be honest.* The simplest rule of all. It means don't inflate your experience or skill level because you think it will impress someone. Those who don't know their way around a sailboat will be painfully obvious to those who do within about five minutes of leaving the dock. Anyway, in the Crew List, lack of experience can actually be an asset. Many experienced skippers actually prefer to have one or two fledgling crew aboard — they're much easier to train to do things the skipper's way.

6) *The Crew List Party.* Participation in the Crew List entitles you to get into the Crew List Party free. Everybody else pays \$5. The Crew List Party — which occurs Monday, October 6, at the Encinal YC in Alameda — serves a number of functions besides 'excuse to drink on Monday.' These include the first get-together of the Cruising Class of '97-'98, a big hello to Pacific Northwest cruisers passing through, a fare-thee-well for locals departing the Bay Area, a good neutral ground for meeting other Listers you contacted on the phone, and finally, if your 'dance card' has yet to be filled, one last golden opportunity to secure a boat or crew for the trip south. For the first time, we're also inviting all the people who have signed up for the Baha Ha-Ha Cruiser's Rally to attend the Crew List Party. Just think of the synergy that's going to generate.

See you there!

short sightings

LAKE CACHUMA — I'm sending you a picture of me at Lake Cachuma on Day 5 of the SF-LA California Aids Ride Four. How I got there was an adventure in itself.

continued outside column of next sightings page

hoppin' ha-ha

Elsewhere in this issue, you'll find the first Baja Ha-Ha preview, in which we were able to profile barely a third of the more than 160 entrants in the allotted space. In the next couple of issues, we hope to get all of them in.

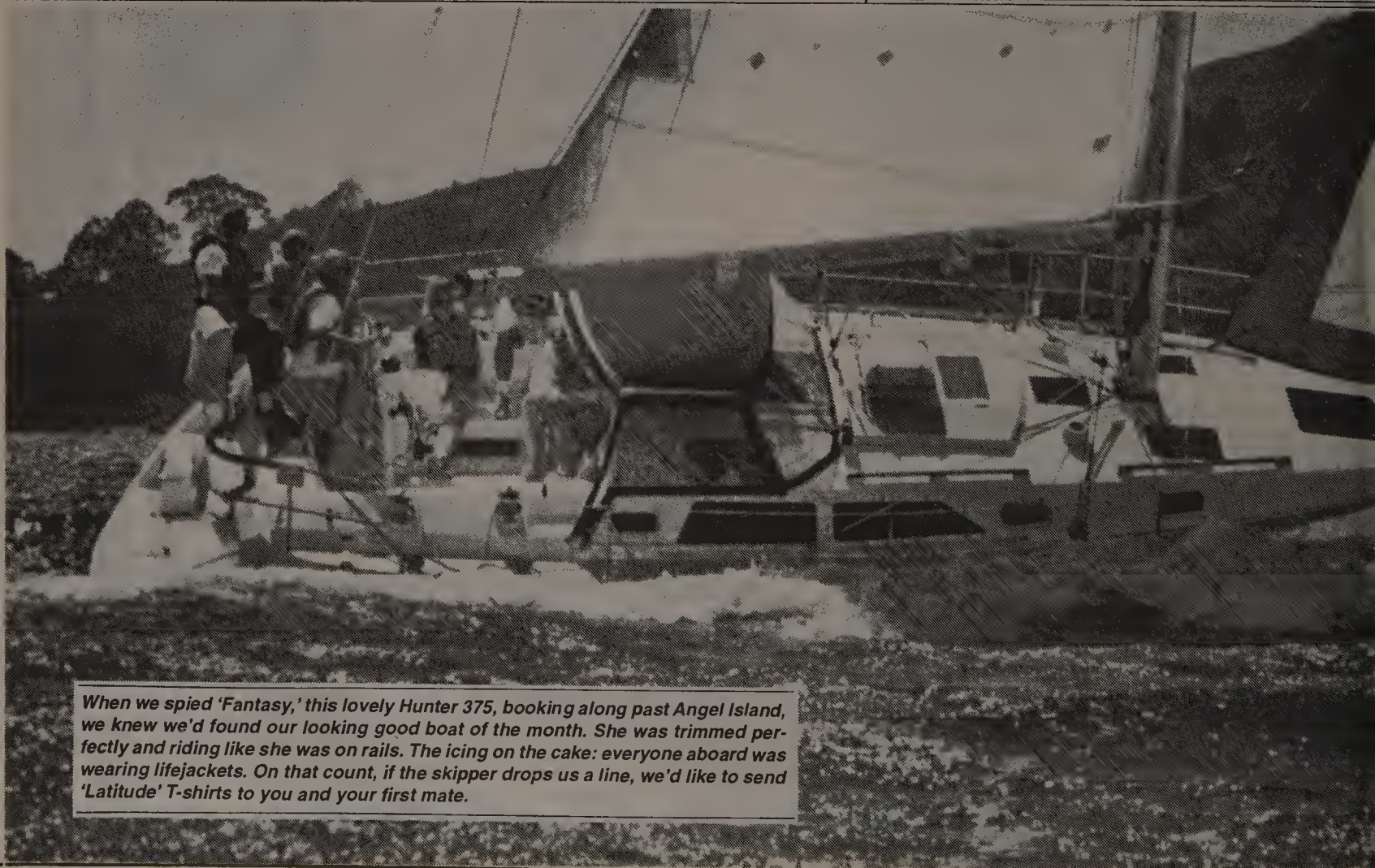
But for now, a little preview of the preview, if you will.

There have been a couple of recurring themes in letters and calls that we'd like to respond to here.

The first is that many people think the fleet, our largest ever in the four year running of the Ha-Ha Cruiser's Rally — is too big. We have always said the more the merrier. Remember, the Ensenada Race regularly gets 400 entries. Plus the anchorages where our Rally makes its stops, Turtle Bay and Bahia Santa Maria, can easily accommodate 1,000 boats apiece. Of course, when you get to Cabo... well, let's not talk about that now.

The second 'theme' is that people *still* want to enter. Although we're thrilled to have our present fleet, it would really start screwing up the whole planning thing to allow any more. So entries are officially closed. Sorry.

On a more positive note, we have some



When we spied 'Fantasy,' this lovely Hunter 375, booking along past Angel Island, we knew we'd found our looking good boat of the month. She was trimmed perfectly and riding like she was on rails. The icing on the cake: everyone aboard was wearing lifejackets. On that count, if the skipper drops us a line, we'd like to send 'Latitude' T-shirts to you and your first mate.

happenin's

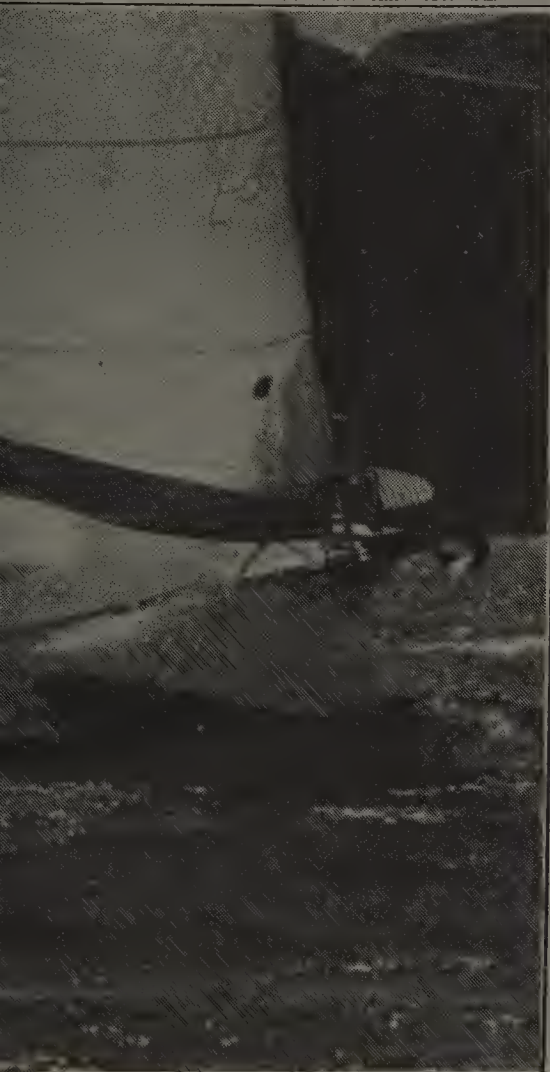
parties to announce to Ralliers.

• **Crew List Party** (October 6, Encinal YC, Alameda, 6-9 p.m.) — yes, we know this is where *Latitude* Crew List participants usually go to find boats or crews headed south. We thought it would be marvelous to throw both these Mexico-bound groups together and see what kind of chemistry happens. A special note to Ha-Ha'ers who need crew: this may be your best and last chance to get them.

• **Downwind Marine Pre-Ha-Ha Barbecue** (October 19, Downwind Marine, San Diego, all day).

• **West Marine Products Ha-Ha Kick Off Party and Pre-Halloween Costume Barbecue** (October 26, Cabrillo Isle Marina, times TBA). Don't forget your costume!

Finally, there's been a lot of speculation about the return of *El Niño*. This should have little or no detrimental affect on the Baja Ha-Ha fleet. If it does, as we always have, we'll just wait out the weather for a day or two. The Poobah and other organizers will be getting regular satellite weather forecasts and promise to keep an extra beady eye on the heavens for you.



shorts — cont'd

One day last spring, my wife announced she was doing the ride. What could I do but tag along? However, we had only three months to get our 'cock-pit potato' bodies into Tour-de-California shape. We gave up sailing. We gave up outside interests. We came to know our bicycles intimately. The lone remaining tie to sailing was *Latitude*. Thanks for being there. As we headed for the starting line, I snagged the copy you see in the photo for reading in camp.

The ride was great — somewhat like an ocean race, except that here the crew numbered close to 3,000. Every day, we did the same thing over and over, but each had unique events and special moments. I don't recall my butt ever getting this sore on the way to Hawaii, though.

We want to thank our friends in the sailing community who helped us raise \$100 for each of my wife and I's combined years. This ride was the largest AIDS fundraiser in the country and everyone's contribution will help provide much needed support services via the San Francisco AIDS Foundation.

— michael sheets/hillair bell
Wylie 34 Echo



Mike Sheets: changing latitudes.

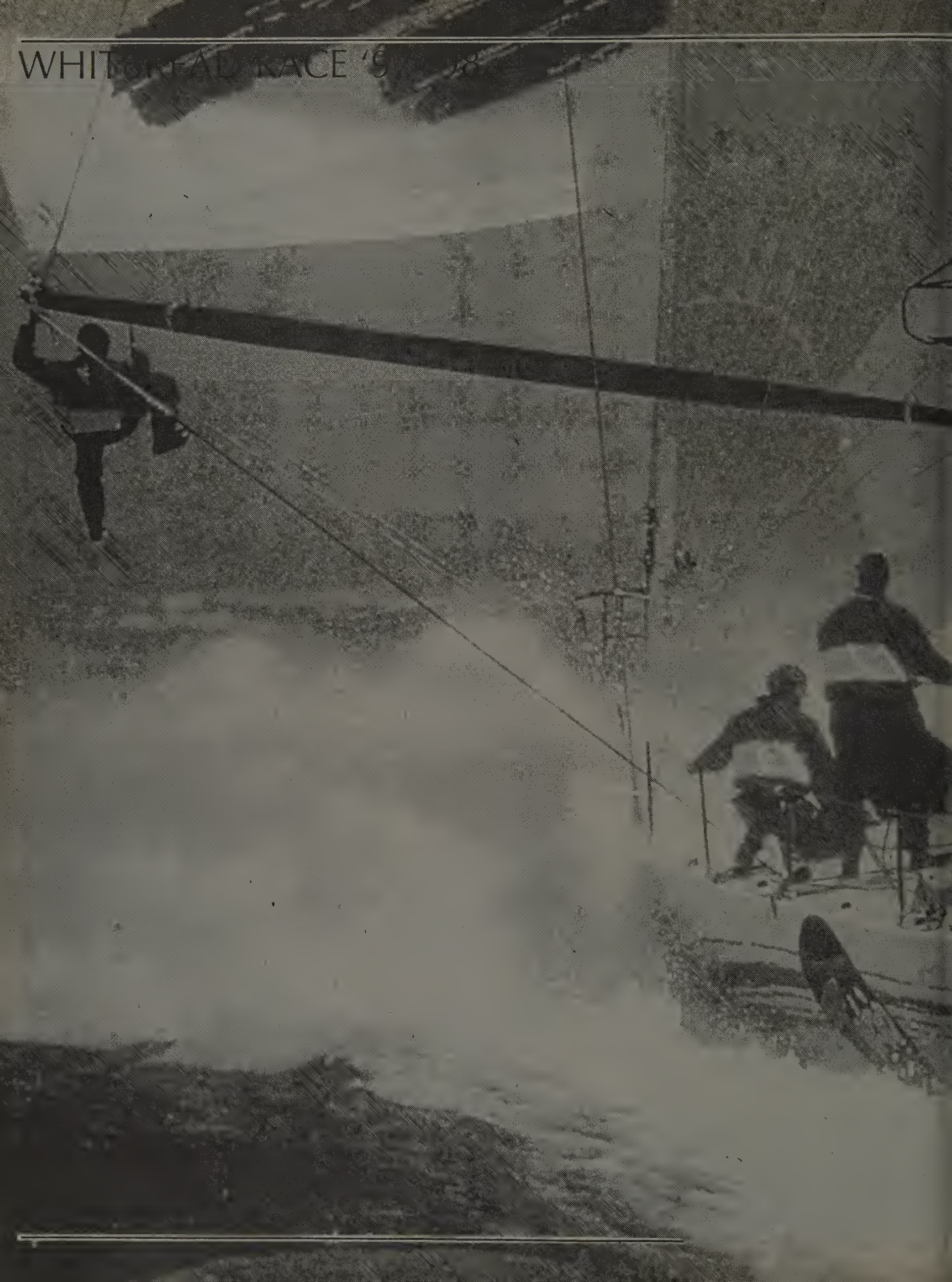
CHULA VISTA — It may not have been quite as momentous as Nissan's discontinuation of the Z-car line last year (a moment of silence, please), but more than a little emotion surrounded the completion of Corsair F-27 trimaran hull #453. In a small ceremony followed by a company barbecue for friends and associates, #453 was duly noted as the last F-27 to be made by Corsair. Thus ended an 11-year production run — decent by any standard, but even more amazing by the fact that the '27 was a multihull. We can't remember anything like it since the invention of the Hobie 16.

Nearly 900 Corsair trimarans of various sizes are sailing the waters of the world these days. And though the 27 is gone, it is far from dead. It lives on in the new and improved F-28, which carries on the Corsair tradition of fun, fast, safe tris.

CALIFORNIA — What do such varied species as the California clapper rail (a bird), garibaldi perch saltwater marsh mouse and great white shark have in common? They are all protected by the state, and have been for some years. In a bill signed by Governor Wilson last month, the great white actually got an extension on the deal. The original law, which took effect in January, 1994, was set to expire on the same month in 1999. The new one prevents intentional killing of this largest of all predatory fish indefinitely. Only the Australian states of Queensland and New South Wales have similar laws protecting 'white pointers', as the sharks are known down under.

SAN DIEGO — If you've ever dreamed of bending studding sails onto a clipper ship bounding home with a bellyful of China tea, well, you're out of luck by about a century. But for those itching to experience even the smallest slice of 'how it was' on a tallship, San Diego's *Star of India* is now offering just that opportunity. In a program begun last month, visitors on certain weekend days will get the chance to participate in the setting and taking in of several squaresails. The ship won't leave the dock during these exercises, so you'll have to fill in the full-gale-and-sleet-off-Cape-Horn part yourself. It shouldn't be that hard: as *Euterpe*, the *Star* rounded that infamous headland 21 times. For more information, call the Maritime Museum Association of San Diego at (619) 234-9153.

WHITBREAD RACE '91



CLEARED FOR START

"**T**he first lineup of the new generation of Whitbread 60s is turning out to be more of a showdown than most probably imagined," e-mailed *Toshiba* skipper Chris Dickson during the recent 605-mile Fastnet Race. "The racing is incredibly close with positions often changing by the hour. It is early days yet for the Whitbread, but the writing is on

the wall. This is a very high calibre fleet and the smallest of errors is soon pounced on by hungry opposition. . ."

Nine of the ten W-60s entered in this month's seventh Whitbread Race tuned up for the global dash by sailing in the

Smokin'! Chris Dickson's 'Tokio' flies across the Southampton finish line three and a half years ago. Photo by Barry Pickthall.

Fastnet, which as usual threw a full gamut of conditions at the boats. If the finish times were any indication — the first five boats (*Merit Cup*, *Toshiba*, *Swedish Match*, *Silk Cut* and *Chessie Racing*) finished within 14 minutes of each other! — then the upcoming main show should be the most competitive and dramatic Whitbread to date. For the record, the rest



WHITBREAD RACE '97-'98 —

of the fleet finished the Fastnet as follows: *EF Language* was sixth, followed by *Kvaerner*, *BrunelSunergy* and *EF Education*. The only boat missing in this "preview of coming attractions" was *America's Challenge*, which was still in the States undergoing sea trials.

Lots is new for the upcoming race, which starts off Southampton on September 21. For starters, it has a new name: The Whitbread Race for the Volvo Trophy. This will be the last race that Whitbread sponsors, having sold future rights to the next event to the Swedish car manufacturer. The format is different, too — only one class, the level-rating Whitbread 60s, is sailing, and the 31,600-mile course now consists of nine legs instead of seven. In fact, with the addition of several short sprint legs and some new ports (Cape Town, Sao Sebastiao, Baltimore/Annapolis, New Rochelle and Sydney), the race has taken on a fresh new look. It might even be safer, too — the second leg from Punta del Este to Fremantle used to be a gnarly deal where the Great Circle Route dictated that the fleet dive dangerously deep into the Southern Ocean. With Cape Town replacing Punta, the new course to Fremantle, while still chilly, won't be nearly as psycho as before.

Another significant change was made in the scoring system. Up until this race, cumulative time was what mattered; now, points will be awarded after each leg, with some legs weighted more heavily than others. The overall result will be based on total points, which should allow a boat that has a tactical meltdown or gear failure on one or maybe two legs to still have a fighting chance of winning overall. Consistency will be rewarded, as will covering one's nearest competitor — just like round-the-buoys racing.

At first glance, the boats aren't terribly different than when they debuted in the last race. The rule has been essen-



more horsepower than before. With a bellyfull of water equivalent to 30 guys counterbalancing the huge asymmetrical kites, the new generation of W-60s can plane like dinghies. Advances have also been made in construction techniques (i.e., pre-preg layups instead of wet preg) and in keel designs, with the majority of the fleet now opting for a bulb on a strut that looks like an upside down 'T' instead of the more familiar backwards 'L' look. The new W-60s will undoubtedly blow away all previous course and speed records.

Forty-two syndicates registered for the Whitbread Race, but in the end only ten are planning to answer the starting gun. Rumors that an eleventh boat will enter are circulating, with Grant Dalton's second *Merit Cup* the subject of the speculation. Here's a quick scouting report on the field:

Growler and the '93-'94 Whitbread winner *Yamaha*, which is currently on the hard at KKMI — this project is running late and appears to be on a shoestring budget relative to the other efforts. It's a credit to Barth's tenacity that *America's Challenge* will make it to the starting line at all.

The boat was launched just two months ago, then motorsailed down to Ft. Lauderdale, which the syndicate adopted (or vice versa) as their patron city — much like *Chessie Racing's* relationship with the race's other American calling port, Baltimore/Annapolis. Andrews' design differs from the Farr armada in subtle ways: there are only six winches total, all halyards are led under the deck, and the coach roof extends forward of the mast with correspondingly flatter sidedecks up forward. Inside, the weight is concentrated farther forward than on other boats to offset the weight of the two 160-pound liferafts stored in a mandatory position four feet from the transom. The water ballast system is also supposedly lighter and theoretically faster than on other boats. "The game is to minimize weight everywhere, and then stick it back into the bulb," claimed Andrews. Like most W-60s, there isn't any paint down below, nor is the head enclosed.

Announcements about a sponsor (think: South of the Border) and crew are imminent — look for Ross Field to sign up now that his commitment to the Ericsson 80 *BIL* has ended. He'll bring in a lot of good crew, which should include

"The game is to minimize weight everywhere, and then stick it back into the bulb."

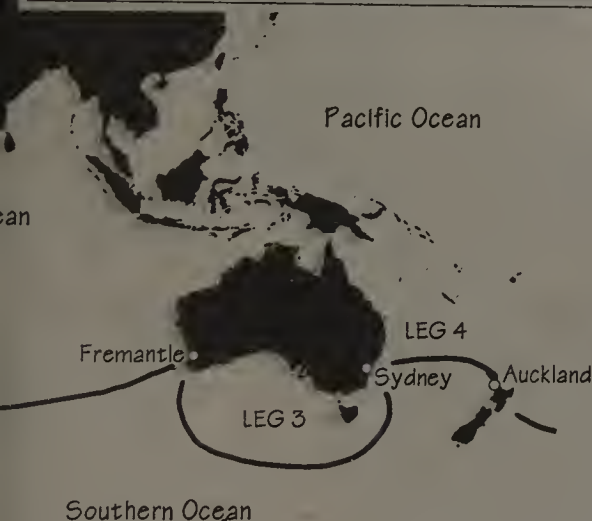
tially frozen since then, but there have been some changes, notably lifting restrictions on the weight and use of masthead kites (last time, the boats were 'neutered' at the request of the maxis). New lightweight 300 square meter reaching spinakers, referred to as 'code ones', have been developed which contribute even

America's Challenge (USA) — This Alan Andrews/Eric Goetz creation is currently hustling across the Atlantic in order to be in Southampton before the September 1 cutoff. Spearheaded by Newport Beach oncologist Neil Barth — whose previous boats include *Persuasion*, *Excel's*

CLEARED FOR TAKEOFF

Legs of the '97-'98 Whitbread Race

Leg 1	Sep 21, 1997	Depart SOUTHAMPTON for CAPE TOWN	7,350 nm
Leg 2	Nov 8, 1997	Depart CAPE TOWN for FREMANTLE	4,600 nm
Leg 3	Dec 13, 1997	Depart FREMANTLE for SYDNEY	2,250 nm
Leg 4	Jan 4, 1998	Depart SYDNEY for AUCKLAND	1,270 nm
Leg 5	Feb 1, 1998	Depart AUCKLAND for SAO SEBASTIAO (Brazil)	6,670 nm
Leg 6	Mar 14, 1998	Depart SAO SEBASTIAO for FORT LAUDERDALE	4,750 nm
Leg 7	Apr 19, 1998	Depart FORT LAUDERDALE for BALTIMORE	870 nm
Leg 8	May 3, 1998	Depart ANNAPOLIS for LA ROCHELLE (France)	3,390 nm
Leg 9	May 22, 1998	Depart LA ROCHELLE for SOUTHAMPTON	450 nm



his 26-year-old son Campbell and Matt Humphries (skipper of *Dolphin & Youth* last time). But the way we see it, you can't win the Whitbread without more preparation — even if Andrews has designed a breakthrough boat in his first attempt, this program is probably too far behind schedule to be a factor in the race. We honestly hope we're wrong.

BrunelSunergy (Holland) — A Rolf Vrolijk design sailed by a young, mostly Dutch team headed up by Hans Bouscholte. From the pictures we've seen, their boat has an extremely deep cockpit and lots of winches — both undesirable traits in a modern W-60. *Brunel* will be fighting it out at the back of the pack with the women. By all accounts, a dark horse.

Chessie Racing (USA) — Wealthy Baltimore businessman George Collins, former head of mutual fund giant T. Rowe Price, has privately funded this Farr/Goetz collaboration so far. Collins, who successfully campaigned five boats named *Moxie*, has enlisted Gary Jobson and Jim Allsopp of North Sails, among others, as advisors — but has yet to announce a final crew or a corporate sponsor. His game plan includes pulling in guest drivers like John Kostecki and Dee Smith for various legs. *Chessie* lost to *Toshiba* at Block Island Race Week and in their Atlantic Crossing, but then proved surprisingly fast in the Fastnet Race. But, like mutual funds, expect an average return.

EF Education (Sweden) — The only all-female team, this international group

is led by Christine Guillou of France. South African Lynna Beckley will navigate, and Americans Lisa Charles and Katie Pettibone are among the crew. A different guest sailor will be invited for each leg, with Leslie Egnot, Melissa Purdy and Isabelle Autissier among the luminaries already signed up.

EF Learn a Language, the world's largest education company, put up the money for what is the biggest Whitbread project to date: two teams of different sexes, two practice boats (*Intrum Justitia* and *Galacia Pescanova '93*), and then two identical new Farr designs for the upcoming race. Queen Silvia of Sweden christened the new boats in front of 25,000 people — this is a big deal in Sweden! It's easily the best all-women's Whitbread effort ever mounted (there have been two previously), but given the extremely physical and hard-core nature of this race, *EF Education* realistically doesn't have a prayer.

EF Language (Sweden) — The male counterpart of the Team EF program, this boat was initially headed up by Lawrie Smith, who departed rather abruptly

Magnus Olsson are among the crew, with Mark Rudiger currently signed on for four legs as well. Despite a somewhat disappointing finish in the Fastnet Race, Cayard is upbeat about their chances: "The Fastnet and the Whitbread are different deals, and unlike other boats, we didn't use our best sails. Our crew morale is high." While Cayard and his crew are driven competitors, there isn't much Whitbread experience among them — and in this race, that can be seen as a drawback. Still, these guys will be players.

Kvaerner Innovation (Norway) — Designed by Farr and built at their sponsor's facilities in Norway (Kvaerner is a huge shipping company), this boat will be sailed by 28-year-old Norwegian skipper Knut Frostad and Dutch navigator/weather guru Marcel van Triest. The duo both sailed on *Intrum Justitia* last time. This is only the second time that Norway has fielded a team in the Whitbread, with the previous effort occurring back in '81-'82. This youthful group has been training on *Winston* in the North Sea, including an unscheduled dismasting drill when their rig tumbled on a trip to England. Look for a mid-fleet finish, a little higher with luck.

Merit Cup (Monaco) — Hard-charging Kiwi Grant Dalton, who won the maxi class last time in *New Zealand Endeavour*, is in charge of this international crew. Guido Maisto, skipper of the ill-fated *Brooksfield* in the last race, is the num-



Not only is 'Toshiba' the pre-race favorite, they have the best graphics.

when the *Silk Cut* opportunity came up. Enter Paul Cayard, who has brought along Kiwi navigator Nick White, as well as his American lieutenants Kimo Worthington and Steve Erickson. Josh Belsky, Curtis Blewett and Swedish rockstar

ber two guy. Italian conglomerate Merit Cup put up major bucks for a pair of new Farr designed W-60s, which were built extremely quickly at Marten Marine in Auckland. Dalton then had the luxury of two-boat testing before selecting the faster of his two steeds. Apparently it was a hard choice, which seems to indicate that the discarded boat may indeed be an excel-

WHITBREAD RACE '97-'98

lent last-minute purchase for the race.

Winning the Fastnet Race, albeit narrowly, should give *Merit Cup* a minor psychological edge going into the Whitbread. This well-heeled campaign is a definite contender for overall honors along with *Silk Cut* and *Toshiba*. Dalton and Dickson traded insults during the last Whitbread, so watch for that rivalry to heat up as the race progresses.

Silk Cut (Great Britain) — Lawrie Smith, a sought-after skipper with three Whitbreads under his belt, will run the show with Steve Hayles at the nav station and a crew that includes Mumm 36 sailor Stu Bannetyne. This Farr designed 'cigarette boat' (*Silk Cut*, like *Merit*, is a tobacco company) could smoke the fleet, and all of England is rooting for their hometown heroes to "rule the waves." Smith, dubbed the "King of the Southern Ocean," pushes boats as hard as anyone and is not afraid to take risks. *Silk Cut* led through much of the Fastnet, but lost time after snagging a lobster pot. A quick boat with cool graphics — top three, for sure.

Swedish Match (Sweden) — This project lists Gunnar Krantz as skipper, Erle Williams as co-skipper, and Roger Nilson as navigator. Their Farr-designed boat was built by Cookson's and sea-trialed on Chesapeake Bay. The group practiced on *Tokio*, and then finished third in the Fastnet with their new boat. This veteran group should place somewhere in the top half of the fleet, nipping at the heels of the top trio.

Toshiba (USA) — This Farr-designed, New England Boat Works-built boat is the universal pre-race favorite, especially after their match race across the Atlantic (beating *Chessie* by eight hours) and a close duce in the Fastnet. During their Atlantic crossing, *Toshiba* did a blistering 434-mile day, unofficially breaking the monohull record. The boat is fast (though Dickson insists that all the frontrunners are equal in speed) and her crew, many of whom are *Tokio* vets, is among the best.

Dennis Conner, ironically the only American aboard for this American-based effort, is the skipper of record, but he'll probably only sail a few of the legs. Co-skipper Chris Dickson will be the key to victory, along with veteran navigator Andrew Cape. Dicko should have won last

time with *Tokio*, but suffered a dismasting in the next-to-last leg. He's accordingly possessed with winning the Whitbread,

been a Whitbread port of call since 1985, in about 28 days.

Want to follow the race more often than once a month in *Latitude*? For starters, be sure to watch Gary Jobson's colorful ESPN shows, starting with a historical look at the Whitbread Race on September 7 and 11. A preview of the upcoming race will show twice: September 14 and 18. Coverage of the start of Leg One will broadcast on September 28, and re-air on October 2. Something like 40 hours of prime time TV will be devoted to the Whitbread in this country, so this is just the beginning of some great coverage.

Thanks to modern technology and the worldwide web, folks with computers can also follow the race practically in 'real time'. Quokka Sports, John Bertrand's locally-based online media company, has created a totally cool Whitbread website (<http://www.whitbread.org>) that reportedly got 30,000 hits a day during the Fastnet Race. Position reports will be updated every six hours throughout each leg of the race, e-mail from the boats will be posted, links to most of the syndicates' websites are listed, there is a picture gallery, a ship's store to order Whitbread paraphernalia, and even audio and video clips. The Whitbread website is also linked to CompuServe's Sail Racing Forum, the premiere online chat room for sailors. That site, dubbed The Pub, should be an even better source of gossip than your local yacht club bar.

There's also a 'virtual' Whitbread Cyberspace Race, which hasn't started yet, but looks like big fun. Our staff intends to design and enter a hypothetical W-60, make lots of clever tactical decisions during the 'race', and win the contest overall (there are supposedly some prizes that will justify this endeavor). More likely, we'll probably get busy, leave our cyberboat on autopilot, and it will hit an iceberg and sink.

Hopefully, the ten real Whitbread boats will have a safer voyage. We're excited about the upcoming Whitbread Race for the Volvo Trophy, and plan to cover it in fairly gory detail between now and when the trophies are handed out next May.

On with the show!

— latitude/rkm



and will no doubt pull out all the stops to achieve that goal. This is the first occasion that formerly bitter enemies Conner and Dickson have sailed together — time (and a hefty paycheck) indeed heals all wounds. *Toshiba* is definitely the boat to beat.

The '97-'98 Whitbread world tour kicks off with the longest leg, a 7,350 mile voyage from Southampton through the Doldrums to Cape Town, leaving a pair of Brazilian islands to port. The inclusion of these later two 'gates' should keep the fleet squeezed together, though historically on this first leg, one boat usually breaks away and wins by a large margin — an advantage which can't be carried forward under the new scoring system. The fleet should arrive in Cape Town, which hasn't



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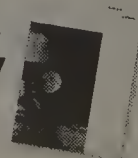


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WEEKEND GETAWAY

If you haven't sailed up the Petaluma River in recent years — possibly because you can't forget the terror of seeing your sailboat's propeller out of the water at low tide in the downtown Turning Basin during your last visit — there's eight feet of good news even at low water these days.

The U.S. Army Corps of Engineers dredged the river all the way from San Pablo Bay to the downtown Turning Basin and harbor last year, digging the entire channel and harbor as deep as they ever get and making downtown Petaluma a great — and eminently navigable — destination for a fall weekend cruise.

The Corps is required by federal law to dredge the river every four years but silting can become a problem at the end of that cycle, city officials say.

If you play the tide right, Petaluma can be a one-day trip from the Bay, and a nice downwind sail until you get to the Blackpoint (Highway 37) Bridge, where the wind frequently clocks around to the northwest. This northwest wind will be appreciated when you make your way home, as it generally blows gently for all 12 miles from downtown Petaluma to the entrance of Port Sonoma Marina in the shadow of the Blackpoint Bridge. Port Sonoma also dredged its channel entrance in mid-August, to 6 feet at low tide and 6 feet in the berthing area closest to the river. The marina has gasoline and the

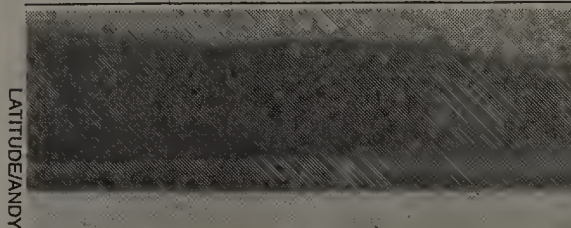
just outside the markers.

Local knowledge — and common sense — generally dictates that you cross these flats only on a rising tide, whether coming or going.

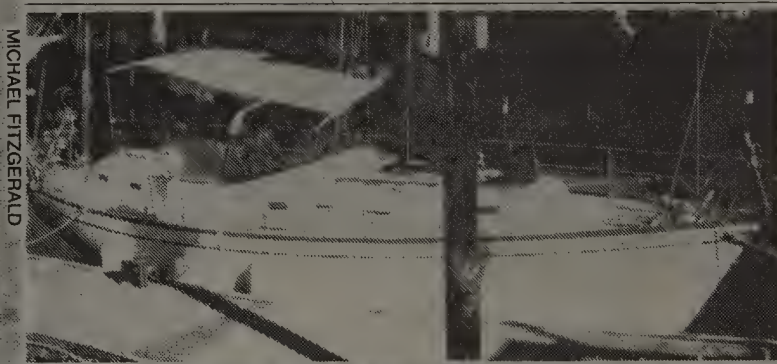
As you approach the entrance from the Richmond-San Rafael Bridge, you get a



LATITUDE/ANDY



LATITUDE/ANDY



MICHAEL FITZGERALD



LATITUDE/ANDY

Spread, parts of the Petaluma River are evocative of the French Canals. Top, downtown retains its historic flavor. Inset above, "Sabbatical" docked at the Turning Basin. Left, open-air dining a few steps from the boat is just one of the attractions of this weekend getaway.

headings from the Brothers ("Steer 346 degrees to No. 1 beacon") and Vallejo ("Steer 280 degrees from No. 9 Buoy to No. 6 Petaluma Channel Buoy"). The guides have detailed instructions on approaches, complete with distances in nautical miles between markers, phone numbers to call about guest berthing (\$10 per night, power and water provided), and all kinds of maps, restaurant listings and assorted Petaluma factoids. For example, did you know that . . .

- Petaluma had the world's first — and only — chicken pharmacy.
- Petaluma High School graduated Lloyd Bridges and Winona Ryder.
- The first airmail flight was made from Petaluma to Santa Rosa in 1911.

only diesel on the river.

The first true test of your Petaluma mettle is on the way there, five miles out in San Pablo Bay as you actually enter the Petaluma Channel, a 100-foot wide, 8-foot deep trench that starts out straight and then curves gradually northwest across a series of mud flats where short-legged wading birds remind you what lies

graphic lesson in the curvature of the earth, as — unless you're on the bridge of a tanker — the markers are below the horizon. Not to worry, though. They'll gradually pop up in the proper order as you head north.

Petaluma city officials have started sending out 'cruise guides' for potential boat visitors. These include magnetic

The guides also include phone

— PETALUMA

numbers and details on how to contact the one city bridge — D Street — that will keep you from enjoying the docks in the turning basin if you don't call ahead to ask for an opening. The bridge needs four hours notice to open during

ning to move the barge.

If the bridge doesn't open at your appointed time, the proper etiquette is to walk to a nearby pay phone on D Street and call the city to remind them, politely, about your opening. We learned this after watching our 3 p.m. time

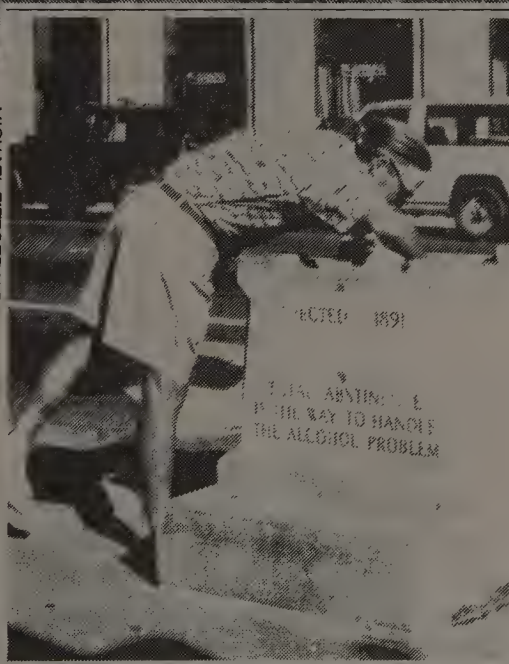
the day. If you want it open before 6 a.m. or after 6 p.m. you need to call 24 hours ahead.

The D Street Bridge is operated by the City of Petaluma, which is quite cooperative about openings, but because D Street is one of only two bridges that link the 25,000 or so people who live on either side, they are quite serious about only opening it when they have to.

Sabbatical, our Swift 40, made its way up the Petaluma River in the early August heat wave, flying the same sunshade that kept us relatively cool in the Delta the week before. We came across from Benicia, bouncing our way under the Carquinez Bridge in 25-knot headwinds at the end of a strong ebb. We reached the entrance to the Petaluma Channel at slack water and came to the recommended 280-degree heading.

The trip upriver was very quick. We rode a 1-knot current from San Pablo Bay all the way to the D Street Bridge. There we had to sit — side-tied to a large barge — for nearly two hours to wait for our appointed bridge opening and entry into

MICHAEL FITZGERALD



In Petaluma, you can get a drink of water and food for thought at the same time.

the turning basin. According to the Petaluma bridge tender, barge owners Mitch and Barbara Lind don't mind these temporary tie-ups, but don't leave your boat unattended — they might be plan-

— and the rest of the flood — come and go. About 3:30, we called to discover they had mixed their signals. Apologies made, a bridge operator was on the scene in 10 minutes and we were soon on our way.

If you know for sure you are going to be early, you might consider stopping at the well-maintained — and only half-full — city marina two miles south at the Highway 101 bridge. The harbor is open every day except Monday. They have a pumpout station and sell gasoline, but not diesel. The harbor opened in 1990 and has 196 berths, which rent for \$5 per foot per month.

The cruise up the river is almost (stress 'almost') reminiscent of a pastoral trip through the canals of the French countryside. There are no steep river banks, and cows, sheep and the occasional horse meander right down to the waterside for photo ops. From the deck of a boat you can see miles in any direction.

As you pass the Blackpoint Bridge (vertical clearance, 70 feet) going north, there is a good anchorage on the east side of the channel. If you decide to wait for a



KKMI KH

HAULOUTS TO 200 TONS - DRY DOCK - REPAIRS - YACHT SALES - N

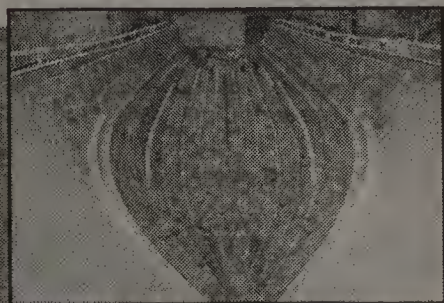
KKMI OPERATES MORE THAN JUST A GREAT BOATYARD

While KKMI has developed a sterling reputation as the largest and finest marine repair facility in Northern California, the company's diversification is not quite as well known. Yes, they repair boats. Yes, they represent Nautor, the Finnish builder of the world-renown Swan sailing yachts. And yes, they are home base for *AmericaOne*. What is not as well known is their project management and custom construction endeavors. Over the past few years KKMI has managed numerous custom projects, both power and sail. Currently the company has several very interesting projects underway.

One such project, for a client who lives in the Far East, is supervising the construction of his 96' motor yacht in the Pacific Northwest. Building a multimillion dollar custom yacht is a very involved process and is one in which very few brokers or dealers have any experience. KKMI's management team consists of individuals who have decades of experience and can help their clients navigate the tricky waters of



A 96' hull is **IMPRESSIVE**



A yacht starts to take shape

building a large custom yacht. Case in point is *Miss Iloilo*. Prior to the selection of a builder a design brief was developed. Builders were interviewed and from this a 'short list' was

agreed upon between client and KKMI. Proposals were submitted to the 'finalists' and the choice was made after numerous factors were considered. We have repeated this process with other comparable clients.

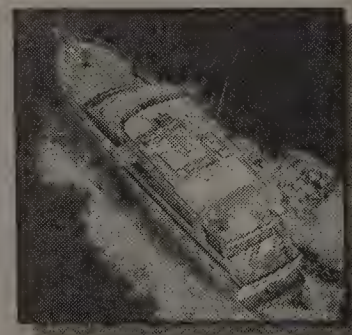
After the builder is selected and the contract negotiated, KKMI's team starts to refine the design with the naval architect and the builder. Interior decorators are interviewed and a similar process of selection



'Typical' Owner's Stateroom

occurs in the choice of this vendor and others. Throughout the entire process KKMI's team monitors every aspect of the project. From design and construction, to the selection of the depth sounder aboard the yacht's tender, no detail is overlooked, even to the point of making recommendations for captain and crew.

While not everyone is interested in or capable of building a boat of such caliber that it will require a professional captain to operate the vessel, isn't this the kind of company that you want to have looking after your interests, no matter what size boat you own? Give the professionals at KKMI a call and let their knowledge and experience guide you through your next project. You'll be glad you did.



A KKMI project, Moonwalk

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LETTER FROM THE EDITOR

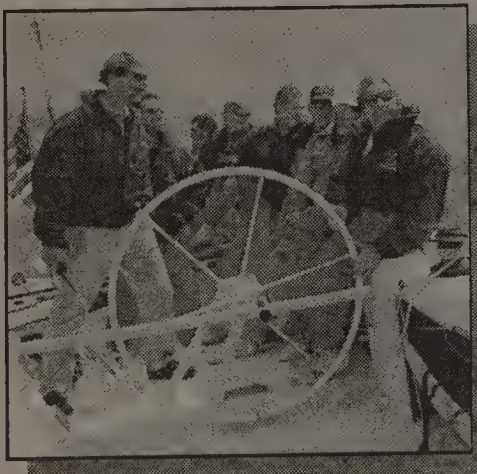
AmericaOne Goosebumps

My first experience on a sailboat took place in a dinghy when I was just a kid, but I remember it like it was yesterday. I'll never forget how simple sailing seemed, yet I knew it was far more complicated. I recall how quiet and peaceful it was, though the noise of the water as it bubbled against the hull remains just as clear. All of these feelings I recall, and more, but what I most remember are the Goosebumps. You know that special feeling, when everything seems just right? That's what happened to me the first time I went sailing.

The other day I was invited to sail aboard *AmericaOne*, Paul Cayard's new America's Cup trial horse. This was a new experience for me, yet much of it was familiar. We sailed off the City Front, a place where I have spent most of my life. As we headed toward the Golden Gate Bridge, as I've done many times before, I sat on the weather rail, and didn't talk to anyone. I just took in the experience. In just a matter of seconds all of the feelings and emotions I had the first time I went sailing came back to me. I was reminded of how simple sailing was yet this very high tech machine was blasting along at 10.5 knots UPWIND! It was quiet and peaceful, yet every time the mainsheet was eased it sounded as if a cannon had gone off. And then it happened – I got Goosebumps.

During our sail Paul talked about the possibility of the Cup being held on San Francisco Bay. He talked about where the weather mark might be located and how the various foreign compounds could be set up along San Francisco's dormant waterfront. The more he spoke the more I became absorbed in the dream of this someday becoming a reality. The dream of watching these incredibly beautiful machines sail in the most perfect setting for such an event caused a gentle chill to go down my spine – Goosebumps again.

After the VIPs had been given their chance to sail *AmericaOne*, Paul said, "Kaplan you want to drive this thing?". Without any hesitation I took the wheel. Driving an America's Cup boat is far more than just sailing, it's part history and part magic. For me I think of sailors like Bill Ficker and Ted Turner and the folklore they created. I couldn't just sail this boat, I needed to concentrate as though it was the last weather leg of the final race of the Cup and we were ahead! After tacking and sailing past the St. Francis YC, I brought the boat into the dock, and as I stood on the deck of the boat I couldn't help but think of how my entire life was changed just by going out for a sail in a dinghy as a child. I got Goosebumps.



HERB CRANE



Monday Mussels

GROWING UP: One of the joys of growing a company is the bringing aboard of new crew members. The family gets larger, new personalities get added into the equation and with them . . . comes the reward of developing new systems and efficiencies. KKMI has been in a serious growth mode since it opened its doors, and this month has been no exception. Several key positions have been filled to 'round out' the team. Tracy Lynn Parker has joined Angie Deglandon to manage the front office . . . Steve Jeppesen has come aboard to help Ken and Jock in the management of the yard . . . shipwright Terry Tucker joins the team of craftsmen in the carpentry shop along with Jim Preston in the metal shop. The common denominator among this diversified group is all of these people represent the best there are in the marine industry. KKMI's unwavering commitment to hire the best people in the marine business continues, and these new additions are just further verification of this standard.

★ ★ ★

RUMOR MILL: Every sport has its own gossip network and the boating community is no different . . . in fact, it's a wonder there's enough time left for . . . sailing. One of the benefits of being in the know is the ability to sort the facts from the fiction. For example, it's a fact that City Yachts and KKMI have been selling more large yachts than any other yacht sales in Northern California. It's also a fact that they are the only yacht sales to offer a free berth to any seller who'll list their boat with them until the boat is sold. It is also true that City Yachts has been leading in the sales of Sabres over any other agent on the West Coast. In fact, they have been selling so many boats they are looking to hire additional experienced sales professionals. Last but not least . . . with regard to the rumor that City Yachts is expanding their operation . . . well . . . no comment.

★ ★ ★

ON THE HORIZON: One thing that can be said for KKMI . . . no moss grows there. It seems as if something is always going on. This month and the next are great examples. In addition to focusing on the operation of the boat yard, a yacht sales and a thriving taxidermy business . . . the yard will be hosting its annual boat yard party. This year KKMI will be taking their guests to Louisiana . . . figuratively speaking, and will be celebrating Mardi Gras. 'Sumpin's Cookin' at KKMI and it's Ragin Cajun is the chant and between the Cajun Zydeco Band, crayfish races and the very cool boats in the yard such as *AmericaOne* . . . this is gonna be one incredible party. A bit more sedate yet just as enjoyable is the upcoming Teak Deck Regatta. Jointly sponsored by Leech & Rudiger Sailmakers and KKMI, the fall event is scheduled for October 18. Owners of Swans, Baltics and other fine yachts with teak decks are encouraged to contact KKMI for more details.

WEEKEND GETAWAY



LATITUDE/CHRIS

more favorable tide and don't want to veer as far as Port Sonoma Marina, check it out.

Pressing on, you'll pass shallow San Antonio Creek, then the remains of a brick winery built by Senator James Fair, the Comstock Silver King. The winery now has a house built inside its walls. Further on you come to Gilardi's Landing in Lakeville, which has a 200-foot guest dock and Papa's Taverna, a restaurant which features American and Greek food. Friday and Saturday nights they also have live music (American on Fridays, Greek Satur-

days). It's scenic and pretty rustic, too, but again, if you want to wait for a favorable current, it's a very friendly place to sit it out or even spend the night.

Generally, staying in the center of the channel keeps you in deep water as you head north, until two sharp turns past Lakeville where you come to an area called Cloudy Bend. There, two red markers show a shoal that could ruin your trip. Invariably, it seems, we always meet a

Open sesame (as long as you 'sesame' far enough in advance): the D-Street Bridge.

fisherman anchored smack in the middle of the river here, and on our return trip, we met up with a tug pushing two gravel barges north at the same spot. We spotted him from a mile away and stood back to let him through first. Good thing. He took up the whole channel and churned enough mud even at that to foul our depthsounder for a half mile.

Once in the city turning basin the guest docks are to port. It's a first-come, first-served kind of operation, but with 530 feet of dock available — the deepest water is closest to the D Street Bridge — there's usually room. City water and 30-amp electrical service are available. Large city signs tell you "Stern Tie Only!" but sailboats are allowed to side-tie, provided you are willing to raft up if other boats arrive.

If the dock is actually full, you're allowed to anchor in the Turning Basin itself, which has great holding thanks to the stickiness of the upriver mud and wind protection from the buildings surrounding the water.

Several other docks line the Turning Basin, but they're generally reserved for commercial fishing vessels and the 100-foot *Petaluma Queen* Riverboat, which leaves the dock Wednesdays through Sundays at noon. If you anchor, remember to give the *Queen* some space.

Petaluma is one of the more civilized — if not remote — destinations around the Bay for a weekend trip. When *Sabbatical* pulled in, the Discovery Bay Yacht



LATITUDE/CHRIS



Spread, the mouth of the Petaluma River opens into San Pablo Bay. Inset, cruise-ins like this Master Mariners get-together can pack the Turning Basin. Below right, Gilardi's.

Club was at the docks, its nine boats full of people just back from a formal English "High Tea" at Maria of London's tea house, four blocks from the Turning Basin.

If a High Tea isn't your cup, there are three restaurants which have large decks overlooking the docks (close your curtains at night, please...), including one excellent coffee house that opens early for breakfast. Night owls will enjoy the microbrewery about 200 yards away that stays open until 1 a.m. Within a six or seven block radius, there are enough restaurants to keep any gastronome busy. The first mate discovered that the city's claim of 50 outlet-type stores (Levis, Oshkosh, Reebok, Mrs. Fields, etc...) is true, but the stores are nearly a three-mile hike from the docks. I was naturally shocked and saddened until she found out the local bus system runs every half hour right past the door of the outlet center.

While some places are fun to sail to and, well, a little less exciting once you drop the hook, downtown Petaluma is definitely one of those "we're here, get off the boat and enjoy the place" destinations. The downtown area, spared from the earthquake in 1906 and from redevelopment bulldozers in the mid-1970s, has not only retained its historic atmosphere — much renovation has been done to keep the buildings looking their age.

Two blocks from the Turning Basin

docks is the Petaluma Market with the same kind of fresh food and quality those who shop at Mollie Stone's in Sausalito have come to enjoy. There are also several lesser-known outlet stores in the same vicinity, 18 antique shops in a six-block radius, and — for reasons no one in the city seems able to explain — seven different nail salons, which can be found by simply following the scent of acetone.

Cruisers-turned powerboaters Rich and Bonnie Perenon joined us for cocktails at the Turning Basin docks one evening. We were all entertained by a 12-year-old boy playing the bagpipes while being driven around in a small motorboat by his father. Despite several passes, the lad strangely never stopped to pass the hat. He would've done quite well.

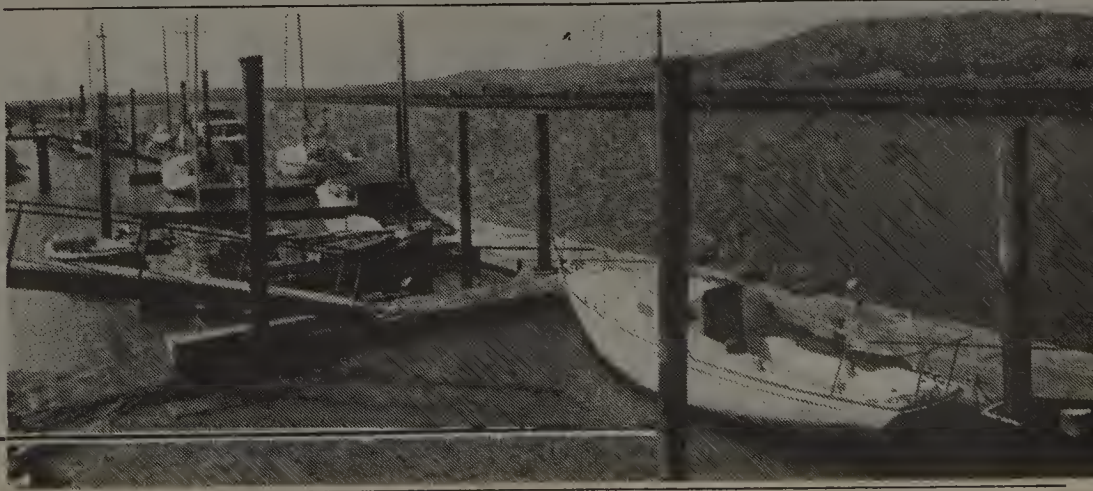
The Perenons came to Petaluma aboard their new boat, a Bayliner named *Peti Babe*. They can be forgiven, though. Their former boat was an Alberg 35 on

which they put 40,000 ocean miles starting in 1982 and ending with a trip to Hawaii several years ago. The couple is now back in Alameda, berthed at Ballena Bay. They were soaking up the history and quiet of Petaluma on a four-day north bay trip.

As Petaluma veterans, the Perenons recommended the Petaluma Museum. A former Carnegie Library, the place has been restored to its former glory as repository for things historical. They also suggest a self-guided walking tour of downtown. If that evokes an odd *deja vu*, it may be because you've seen it before in the 1973 movie *American Graffiti*.

Judging from some of the locals hanging out in the cafes, '50s characters like the Fonz have been replaced by a much different type of hip '90s crowd, many of whom hang out at the improbably named Tall Toad Music store on the main street. The Toad features an impressive collection of stringed instruments and enough sheet music to bring Liberace

LATITUDE/ANDY



WEEKEND GETAWAY — PETALUMA

back. There's also a movie walking tour showing the downtown sites filmed in *American Graffiti* and several other movies filmed thereabouts, including *Peggy Sue Got Married*, *Phenomenon*, *Howard the Duck* and *Basic Instinct*.

Just up from Tall Toad Music are a couple of Petaluma's last old-time saloons, still operated by the families that started them 50 years ago: Andresen's Tavern and Volpi's Ristorante. Both are frequent hangouts for local newspaper columnist Bill Soberanes, who's credited with helping launch the three-decades old World Wristwrestling Championships, an event still going strong and set for this Oct. 11 at the Mystic Theatre one block from the docks.

The first weekend in September, the city is planning "Art in the Park" days at Walnut Park, three blocks away. Several hundred Sonoma County artists will have their work on display and, presumably, for sale, too. And on September 28, some

200 antique vendors will take over one of the main streets downtown for a antique show/sale.

The Petaluma Yacht Club has its clubhouse adjacent to the Turning Basin. They're happy to open for special occasions and visiting boaters' if contacted ahead of time. Given the wealth of restaurants in the neighborhood, the yacht club rarely offers any food services — but their deck sees plenty of social action on the weekends and during any event centered on the water such as the River Festival held in mid-August.

The Turning Basin docks themselves see plenty of tourists afoot any day of the week. Don't be surprised at the sound of camera shutters and occasional 'oohs' and 'aahs' as people envy your boat from either the landing above, or the dock. Local children also like to fish from the

dock and seem to co-exist nicely with traveling boats. The fish we saw them catch — immense mutant-looking carp — suggest that swimming in the Turning Basin probably should be avoided.

The extreme tides in the basin — a full foot higher than those at the Golden Gate — are a marvel to watch. On the morning of *Sabbatical's* departure, we awoke to see 10 feet of creosoted pilings towering above us, and the restaurant way up there. We timed our departure for mid-morning, when the rising tide would put the most water under our keel as we traversed the mud flats 12 miles downriver.

And those monotonously regular northwest winds we depended on to blow us there? They clocked around to the southwest for a long, upwind motor back the Bay.

— michael fitzgerald

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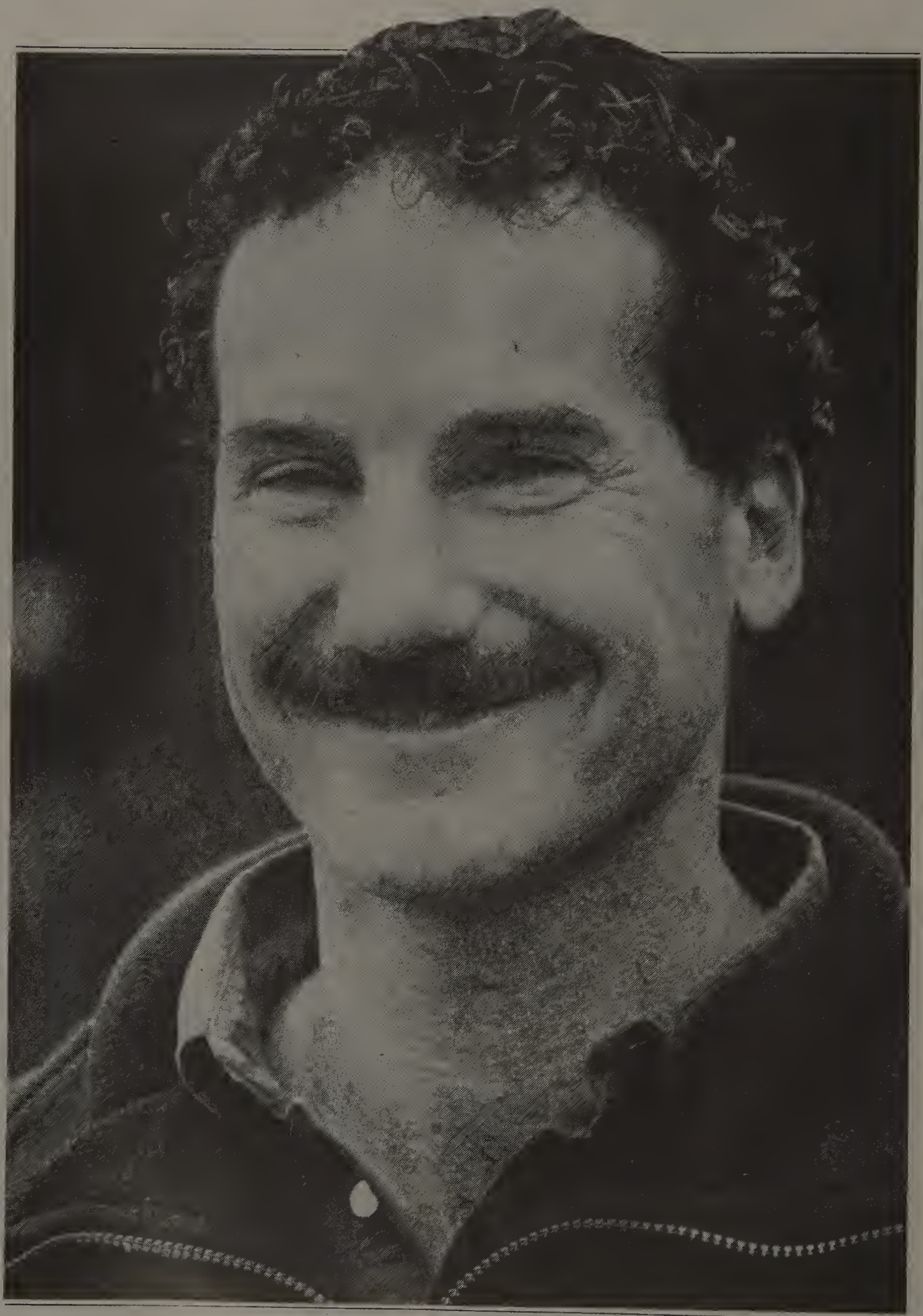
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The *Latitude* Interview:

Paul Cayard

The last time we interviewed Paul Cayard in these pages, back in September of 1991, he was a visiting dignitary — an Italian citizen and the project manager and top helmsman of one of the most ambitious America's Cup campaigns in history. Cayard made it all the way to the finals of the 1992 America's Cup with Raul Gardini's *Il Moro di Venezia V*. Though he eventually went down four races to one against Bill Koch's equally deep-pocketed America³ campaign, Paul established a presence as a top player in sailing's ultimate match racing arena.

To the casual observer, the most surprising aspect of this ascension was not that it happened, but that it happened to one so young. At the time, he was only 32. Bay Area sailors knew better. Ever since Cayard started sailing *El Toros* on Lake Merritt as a youngster, he rose steadily through the ranks to terrorize one fleet after another, starting in dinghies and continuing on into big boats. By the time he was in his mid-20s, Cayard was one of the most accomplished and sought-after skippers around. In the last decade alone, he has laid claim to more championships than most sailors could realize in a lifetime, including the prestigious '88 Star Worlds, the '88 Maxi Worlds, the '89 One Ton Worlds, the '91 50-Footer Worlds, the '95 Admiral's Cup, the '96 ILC-40 Worlds and the '97 Steinlager Cup. Many consider him the best skipper in the world today.

Now 38 years old, Paul is deeply involved with his fifth America's Cup project, AmericaOne, which is based out of the St. Francis YC. With this grassroots effort, the 'prodigal son' of Bay Area sailing seems to have come full circle. Back to the fold, back to his roots — back home to Marin County where he lives with his wife, Icka, son Daniel, 8, and daughter Alexandra, 7.

But as you'll see, the America's Cup was only one of the passions Cayard wanted to talk about when we caught up with him last month. . . .

It must be nice to be home. You've lived everywhere now.

It probably seems that way to some people. I've lived in Italy, San Diego, Palma for six months and Australia for six months.

Are you happy to be back?

Yeah. This is the best place to live in the world. That's probably why it's so expensive (laughs).

There were rumors that you might go back to Italy for the next Cup. Was it tempting when they called you?

It was and it wasn't. I did it the other time because I had already had a four-year relationship with Mr. Gardini, skippering his personal yachts. You might remember that we won the maxi World Championship in 1988 right here on the Bay. So it was kind of a natural progression that I went on to do the America's Cup with him. This other guy, Bertelli, I don't know him personally at all.

You recently 'launched' AmericaOne, the syndicate's first boat, here on the Bay, and it became the first IACC boat to sail under the Golden Gate. With more than two years still left to go before the next America's Cup, where is your team on the food chain?

We founded AmericaOne in March of '96, and I think we've come a long way in the last 18 months. I would be remiss to think that we're leading the pack, though. I think there's some competition out there that's quite strong. The New York YC is obviously going to have a very fine program. They have two boats sailing, their design team is functioning, they're doing some testing and they are very well funded.

The other preeminent challenge is going to be the Italians, who are fully funded. Bertelli is a Gardini-like character who runs Prada fashion goods, and he's prepared to spend \$70, \$80, \$100 million to win — whatever it takes. Doug Peterson and German Frers are over there as the designers.

I also think the Japanese will be a factor. Historically, they never seem to make it past that semifinal threshold, but this time they've got Peter Gilmour of Australia. They're pretty well funded and if Gilmour can train the crew better than Dickson did in '92 and Cutler was able to do last time then I think they have a good chance at it. I think he can do it. He's a lot more patient and personable than Dickson. I've got a lot of respect for that effort.

What about the other teams?

There's a lot of conjecture around about whose America's Cup program is doing what — who's ahead, who's behind. At this stage, only two things matter: What is your design team doing and how are you doing on corporate money.

Other than Prada and the Kiwis, nobody's really landed any corporate money. And we know that on the design side of things, the active people are the New York YC, the St. Francis YC and the Kiwis. And the Italians are soon to start.

Those are the teams — the only teams — that are doing the things you have to be doing now to win the America's Cup. And I just can't tell you how happy and proud I am to have that piece of the puzzle.

Who is your designer?

Our design group has grown to 14 people, led by two-time America's Cup winning designer Bruce Nelson. Three of those are top engineers lent to us by Boeing, who are busy right now with our wind tunnel, towing tank and sailing model test programs. The head guy of that part of the team is Winfred Feifel, who is a senior aerodynamicist at Boeing.

You're in the towing tank with models already?

It goes back to what I said earlier: how important it is to be doing your design homework now. Anybody who's not isn't on the winning track.

Yes, we're tank testing at the Naval Surface Warfare Center in West Bethesda, Maryland — the same place New York YC is using for their models. At this point, the wind tunnel work on the keels at Boeing has been done.

The keels have been sent to Maryland where they and the rudders will be attached to two 25-foot long boats we had built at Goetz Custom Yachts. These are 1/3-scale models of America's Cup boats. Then, I think the first or second week in September, they'll get dragged through the towing tank. They're heavily instrumented and give us a lot of data. The next phase of the testing is to bring these boats out here — probably to San Diego but possibly to South San Francisco Bay — and sail them against each other.

How much does this type of test cost, and where are you on funding overall?

The testing program I've just described is about a \$500,000

program. Overall, we have \$3.5 million and it all came from the Founder's Club. This is a broad-based organization that came together shortly after the syndicate was announced. It's made up of about 75 individuals who are dedicated to bringing the Cup back to San Francisco. We're also fortunate to have many in-kind services provided by sponsors like SAIC.

What does an America's Cup campaign cost these days?

About \$30 million. A successful Whitbread campaign is \$15 to 20 million.

Any possibilities on the horizon for corporate sponsors yet?

There is interest. We have a corporate entity interested in using *AmericaOne* during the Sunday of the Big Boat Series, for example. But one of the bumps in the road is that the America's Cup is still pretty far away. At the same time — once again — design is critical to winning. The fastest boat always wins, so you have to start early; you have to spend the money to have a fast boat now — or you won't have one.

So it's a game of cat and mouse. To get corporate backing, you have to show people something, paint them the picture, sell them the dream. It costs money to do these things.

Ten years ago, you were part of the first America's Cup syndicate to come out of San Francisco — Tom Blackaller's Golden Gate Challenge. Talk a little bit about what it means to come back here and put your own team together.

The two great strengths of the Bay Area are the technological powerhouse and sailing talent. When we first took the boat out on July 19, all but one of the 16 guys on board had been in an America's Cup — and all of them live within a 25-mile radius of the club. To me, that's impressive.

We also have the technology here, and we certainly have a community that's wealthy enough to support a Cup effort, both corporately and privately. I believe the America's Cup is a great event, but I don't think it will ever be half the event that it could be until it's sailed on San Francisco Bay.

didn't win was in Long Beach.

If they want to do it, we'll also have Steve Erickson aboard, Kimo Worthington, Josh Belsky, maybe Mark Rudiger and Curtis Blewett. Curtis is this young Canadian kid who actually lives in L.A., who's turning out to be a great bowman on my Whitbread boat.

When will the tryouts be held for the rest of the crew spots?

I haven't put that much thought into it yet, but basically about a year from now — next September and October — we'll put the word out. We'll probably run it like a mini-camp kind of thing, so they can get a feel of what it's going to be like and we can get a better feel for whether or not they're suited to it. You know, get up at 5:30, in the gym, out sailing, maintaining the boats, back in at night.

And this would be a matter of people turning in resumes and you selecting who looks best?

That's probably right. People should send a resume, with references. We'll have some sort of filter to make sure that we invite people who are realistically there to try to make the team, not just slide in on a nice ride on an America's Cup boat.

What about women on the crew?

Basically, we have no predisposition to anybody. We just want to have the best crew. Right now we have a girl sailing with us everyday — Marci Porter, who sailed on *America*³. She's really good.

Like any boat or job, it's amazing how someone who spends a year or two around these boats adapts to them. The first or second time, even a guy who's a pretty good sailor is kind of lost. There are so many little tricks and things you have to get used to. It's pretty neat to see how skilled Marci is.

On the other boat of my Whitbread team, we've got Katie Pettibone and Lisa Charles who also sailed with *America*³. Those girls know how to sail. They got a hell of an education out of that *America*³ campaign.



Who are some of the guys who are going to be on the crew?

We have John Kostecki. In the last year, John and I won two out of three grand prix match racing regattas we were involved in. One was here, which was nice. The other was in New Zealand, which actually isn't a bad place to win races, either. The one we

There are what, 16 crew on an America's Cup boat?

Yeah, and probably we would need about a crew and a half — 24 would be about the right amount.

You're going to have two boats, right?

Yes, the plan is to build two new boats. But you don't need a full 32 crew. You have 24 and if you need two full crews, vari-

ous mast guys or sailmakers or whoever will fill in. A lot of times when you're out testing, you don't need 16 on each boat.

Where and when is your compound going to happen?

We have a lease agreement at Pier 3 that allows us to go down and develop our base. Pier 3 is at the foot of the financial district and it's a calm location as far as docking and undocking, so it fits well. Once we get down there, the compound will be open to the public and they can come down and see the boats.

It's a matter of timing, though. That will be a huge project and requires some capital, so right now it's not on the top of the list. A year from now we might be looking at it a lot harder.

AmericaOne is the old *Il Moro de Venezia V*, the boat you raced in the finals of the '92 Cup. How does it like the Bay?

The boat's holding up amazingly well considering it was never built for our local summer conditions. The heaviest spinnaker in the inventory is a 3/4-ounce! We haven't broken anything yet except a little fractional kite that we used to use on the 100-degree reach back in '92. Remember when we used to go across the zig-zag? But I'm getting some quotes on 1.5-oz. kites, because eventually it's going to catch up with us.

Here's a general one for you. You raced your first America's Cup on *Defender* in '83. How has it changed since then?

Oh, it's changed a lot. The biggest changes are the professional and commercial aspects. In '83, Kenny Keefe and I quit our jobs, sold our cars and everything to go out there and work

Twin peaks of sailing experience: below, 'AmericaOne' sails the Bay. Above, a Whitbread 60. Note 'sponsored' keel in case they pass any scuba divers.



for free. I mean, we worked our asses off, too. We had to cut that boat in half twice. Every time we weren't racing it was in the shed and we were sanding it and longboarding it and painting it and working on it — all for free! And I had to pay rent for my own apartment. I couldn't live in the crew house because I had a girlfriend, who ended up being my wife.



Now, these guys are pretty well compensated and they sail all year round. It's a professional sport now and the costs have escalated a lot because of that — and because of the new class. An IACC boat is much more expensive to build than a 12-Meter. And so the whole thing costs \$30 million for a winning campaign whereas in '83, the Australians probably did it for \$4 or \$5 million.

Where do these boats rank on the 'funmeter', and what's your favorite type of boat to sail?

For Cup racing, the IACCs are really good boats. My favorite? I'd have to say that the Whitbread 60 is a very, very fun boat to sail. It only weighs 13 1/2 tons, which is a little less than a Santa Cruz 70. But it has more sail area than a TurboSled and water ballast. Where the sled is a little bit weak is hard reaching or upwind. This thing, you just 'cargo up' and you're off, going 10 1/2 knots upwind. When we go downwind we just decargo and we're like a sled again — or a huge Laser.

How much water ballast do they carry?

There are 2,500-liter tanks on each side. That's equivalent to saying, "Okay, give me 30 guys on the rail, like right now." And when you're done with them, say, "Okay, throw those guys overboard." We're not going to feed them, we don't have bunks for them, we don't have clothes for them, let's get rid of them. Then if you need them back in 10 minutes, they're back. It's really cool.

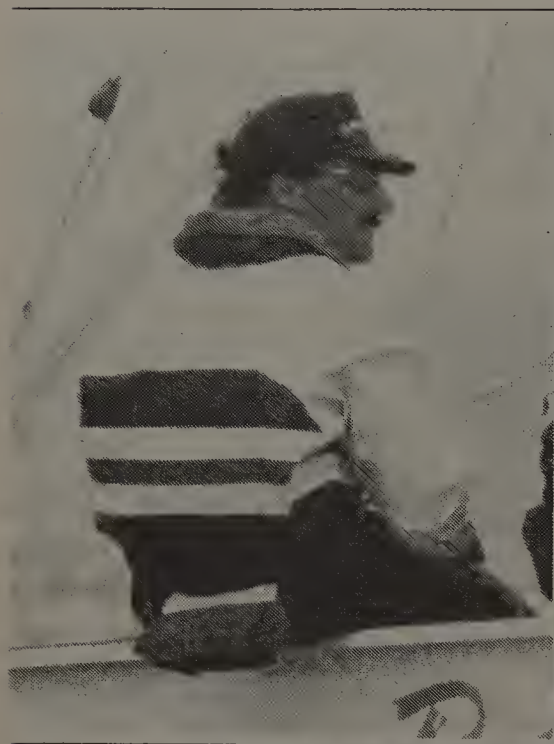
To do the Whitbread, it might seem to some people that you're taking your eye off the ball with the America's Cup project. How are you going to divide your time between these two huge campaigns?

One good thing about the Whitbread is that it falls in between the America's Cups. I don't know if someone actually planned it that way, but that's how it works out, and that's good.

My main focus is the America's Cup. Which means I'm not doing the Whitbread the way I would like to do it. I should have been over there a year ago. But going in, I told the sponsor that's how it had to be. I still felt it was good. I got Kimo and Stevie involved and basically delegated this project to them. And I trust them completely to run the program. Also, I'm going to fly back here for a couple of weeks at each of the stopovers.

One of the big reasons I'm doing the Whitbread is because it will benefit AmericaOne. The Whitbread is going to get 500 hours of TV time worldwide. That's already booked and starting in September. Forty hours of it is in the U.S. market on ESPN, all prime time.

One of Paul Cayard's best and highest uses to AmericaOne, EF Language or any future campaign is my name awareness, my face awareness — basically my ability to be known in the



public domain and therefore be of value to corporate sponsors.

And I'm already talking to one sponsor who's quite interested in both the Whitbread and America's Cup. The fact that this thing starts September 21st might be just the catalyst he needs to make a commitment to the entire package when otherwise he might say, "Come back and talk to me next year" — when the America's Cup's only a year and a half away.

Give us a bit of background on EF Learn a Language, your Whitbread sponsor.

Well, to begin with, here's an example of a sponsor coming forward and finding operators rather than the other way around.

EF Learn a Language teaches mostly English to about 300,000 students in 41 countries. It was founded and is wholly owned by a Mr. Hult, and the company grosses about \$600 million a year. He was looking for a kind of centerpiece event that would 'unify' all the employees of his company. He liked the Whitbread and the internationality of it stopping in all the different countries, and he basically said, "What's this going to cost? Let's do it!"

Mr. Hult told me he's not really looking at it from a marketing/advertising standpoint. He feels more like he's giving something to his employees.

And this is a two-boat campaign, right?

That's right. We're the only two-boat campaign in this Whitbread. Grant Dalton is training with two, but they're only

From the Cayard scrapbook, clockwise from above: dueling helmsmen — Cayard (foreground boat) sparring with Tom Blackaller on the Golden Gate 12-Meters in 1986; with crewman Steve Erickson (#74) at the '92 Star Worlds; in the driver's seat at this spring's Citibank Cup; the maxi 'Il Moro di Venezia' (foreground) on the way to victory in the '88 Big Boat Series; the IACC 'Il Moro di Venezia V' trades tacks with 'America' in the final race of the '92 America's Cup. All photos Latitude 38.

going to race one of them.

One of our boats, *EF Education*, has this Whitbread's only all-female crew. Our boat, *EF Language*, is all male. They are identical Bruce Farr designs, 65 feet LOA. As I said earlier, they're very light boats, water ballasted. Not even any toe-rails or interior paint because it would add unnecessary weight. The hulls are kevlar, which is more puncture resistant than carbon. They also have crash bulkheads fore and aft, so the living space below is comparatively small.

There aren't many amenities — 12 bunks, six on a side, a small modular galley, a nav station and a head bolted in one corner. The nav station is fitted with a couple of laptops. We'll use one for our performance analysis programs. The other is dedicated to weather processing.

We have a small diesel to generate power. It also runs the massive pump that fills the ballast tanks. The piping is six inches in diameter. We can fill 2,500 liters up in two minutes.

As we understand it, the Whitbread 60s are pretty much



one-designs. Is that right?

Yeah. And the rules are pretty basic. Once you've been measured, you can't change anything on the boat at the stopovers. You can replace things that have been damaged, of course, but they're very strict on that. Like if you break your mast, you have to have a letter from the manufacturer stipulating that the replacement is the exact same section, tube weight, blah, blah, blah. If you decide that your upper shrouds are too small, tough. You can't change them and make them bigger. It's actually a good rule, because otherwise it would be a complete zoo with people trying to change their boats around after every leg.

Once you're out on the water, anything that someone can do to cheat — is legal. That's a very good rule, because there's no way to police it anyway.

So do you fly a spare mast to each port?

We're not flying it to each port, but it's sitting there at Heathrow, ready to go.

With the boats so close, where do you gain advantages?

The one area where you can develop a significant speed advantage is in the sails. In the last Whitbread there were limitations on when you could use a masthead spinnaker and what material it could be made of. That was because the maxi guys didn't want to be embarrassed by the Whitbread 60s. There are no more maxis, so those limits were taken off. The only limitations on sails now are that you have to stay within a certain

girth measurement — and you can only bring so many sails onto the boat.

Some of these sails, which end up being masthead gennakers, are really tricky. With two boats, and all the sailing we've done, my sense is that some of the teams haven't developed sails as well as we have.

Your first big race on the boat was the Fastnet. How did that go?

Well, I wish it had gone better. We took sixth. One of the reasons is that Kimo and I decided not to use our special sails, our 'code ones'. But we learned a lot.

We went to the Fastnet Race for three reasons. First, to check the basic speed of our boat against the other '60s — all but one of the boats that will do the Whitbread were entered. Second — although it might seem kind of obvious — was to go in a race. One problem with programs like this is that you don't race very much. You just train a lot. That's also a problem with the America's Cup. You get into this two-boat testing thing and all you do is test, test, test. As a racer, I feel it detunes you a little bit to be subjected to months and months of that. So it's good to get out and just race the boat.

The third goal was to check our navigational, meteorological and strategic working system.

The good news on point number one is that the boat was fast. I had a horrible start. Chris Dickson and I were completely at the wrong end of the line. We were last and second to last. The first two miles of the race, the leaders were a quarter mile ahead. Also, the Solent is a very narrow piece of water and the current is a big factor. And I'm thinking to myself, "Boy, this is going to be ugly. . . ."

Well, the boat starts chugging along. We got ourselves out of phase with the other guys, and 10 miles later, lo and behold, we were in first place. We put two miles on the fleet that night.

I think the real reason we didn't do so well at the finish had to do with the third point. A front came through and created about a 40-degree righthand shift. We found ourselves on the left side of the fleet and lost about 20 minutes on that deal. On these boats, 20 minutes is a lot of distance.

Lawrie Smith, who was leading the race in *Silk Cut*, the only British 60, got hooked on a lobster pot and stopped. Then Mr. Dickson was approaching the finish in first and decided to try to change spinnakers. The crew screwed that up and all of a sudden he had both spinnakers in the water. And Mr. Grant Dalton came by in his *Merit Cup* and he said, "Thank you very much, I'll take the win."

It's ironic that there won't be a lot of Swedes on the boat when you go around the world.

There are two Swedes, Magnus Olsson and one other guy. But it never was billed as a Swedish thing. In fact, the idea for the whole Whitbread project came from the U.S. office in Boston, which I think is the biggest EF office in the world.

You're taking Kimo, Josh, Curtis and Steve with you around the world. Anyone else from the Bay Area?

Mark Rudiger is going to go on certain legs.

How will he work with Nick White, your regular navigator?

Mark has a lot more experience on the tactical and racing side of navigation than Nick does. Nick's strength is in weather forecasting. Back home in New Zealand, he's a professional meteorologist.

Will Mark take the best legs, or the most interesting ones?

He'll take the ones we need him most on. I'd like it if he did the whole race, but he claims he has a business to run (laughs). (Readers — Rudiger is a founding partner of Leech-Rudiger Sails in Sausalito.)

Are you going to get to sail a lot, or are you going to have to sit down in the 'office' a lot?

That's one of the main reasons Mark is coming. My strength is to be on deck a lot of the time, managing the sailing part of the program. I certainly have to be in the know about what the weather's doing and the overall strategy, but with Mark being there that's really going to help, because he and Nick can handle all the weather gathering.

Who are the watch captains?

Kimo and Magnus Olsson.

Two watches?

Yeah. Not too many boats are going with three this time. Dickson was the last one to try three. I heard he changed, too. Three is brutal.

So six on six off?

Six on, six off, 6 a.m. to 6 p.m. Then at night, you do four on and four off.

You need that much time to get dressed, don't you?

In the Southern Ocean, you need 30 minutes to get dressed.

Have you sailed down there yet?

No.

Are you dreading that or any part of the race at all?

I don't know. I think when I was younger it would have seemed like a bigger deal. But as you get older you realize that nine months goes by pretty quickly. And it's something that for the next 30 years I'll enjoy having done. I've sailed all my life, so sailing around the world sounds pretty good.

There are going to be tough times, but there are going to be

some very unique experiences that I'll never see anywhere else or do anywhere else. Up around Iceland a few months ago we sailed through a pod of killer whales. I've sailed through lots of schools of dolphins, but killer whales, wow! Everybody goes to Sea World to see killer whales; these ones were right around our boat.

Who do you think has the best chance at winning the Whitbread — other than yourself?

I think Dickson will be very good. He understands the race real well and he should have won last time. He's also got his same navigator, Andrew Cape, who's really good. Dickson will be tough. Lawrie Smith should be real good on the *Silk Cut* boat. He got second last time and this is his fourth Whitbread, so he's done it many times more than Dickson or certainly myself. He should have it pretty figured out.

What's going to be going on with *AmericaOne* while you're gone?

We have a full schedule. John Kostecki is going to be sailing the boat. He'll take it up to Tinsley for the Stag Cruise, and it's going to be out during the Big Boat Series.

So you're out of here when?

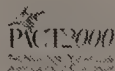
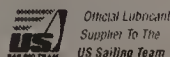
Mid-September. The Whitbread starts on the 21st.

And that coverage I mentioned? We'll actually be able to download video and still photos from the boat while we're sailing, so you should see some pretty spectacular stuff on ESPN.

We're looking forward to it. Good luck, Paul. Please keep us updated on how it's going.

Thanks. I'll e-mail you from the Southern Ocean.

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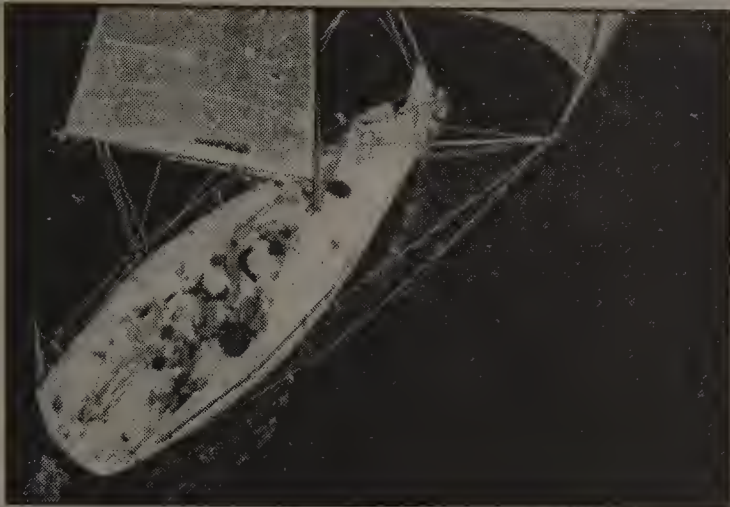


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 1st Monohull to Finish, Doublehanded Farallones, *Bullsette*
 1st in Class, 1996 Vallejo Race, *Bullsette*

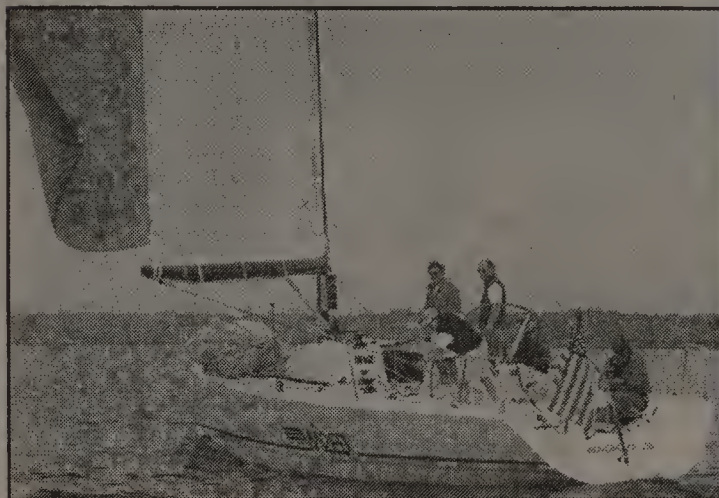
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 3rd IMS Overall, Key West Race Week, *Atalanti X*
 1st IMS Div. A, IMS Overall, 1997 Round Gottland Race, *Investor*
 1st IMS Div. A, 1997 Round the Island Race, Block Isl. Race Wk., *Gem*
 1st in Class, 1997 Chicago - Mackinac Race, *Nitemare*
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SOUTHBOUND STOPOVERS

Since before recorded time, the coming of autumn has inspired massive flocks of wildlife to migrate south for the winter. These days, in addition to seabirds and cetaceans, a great number of bipedal creatures are making the trek as well — they're called cruisers.

Although it has a couple of restaurants, Pillar Point Harbor has a commercial feel. There are several more upscale tourist restaurants just a short walk away in Princeville.

Pillar Point is pleasant and offers a couple of nice walks, but it's so foggy we can only give it three stars out of 10.

Santa Cruz.

Northern California only has one classic California beach town, and Santa Cruz is it. If you've left a Financial District office job for a cruise, you'll love the atmosphere of this more than 200-year-old mission town —

Bay National Marine Sanctuary; the city has a nice historical walking trail; and it's not far to great hiking in the redwoods near where the Wanderer's grandparents used to grow fruit trees.

We give Santa Cruz 10 stars, but only because we don't have more to give.

Monterey. This is often the last stop before making 120-mile jump down what's often the roughest part of the coast. Fortunately, Monterey is a great place to hang out and rest up. You can visit the \$50 million aquarium, read one of Steinbeck's novels or his *Log of the Sea of Cortez*, and enjoy the biking and/or hiking trails. Did you know that Monterey was once the capital of California? Yep, back when the Mexicans had it.

The Monterey area has some of Northern California's best scuba diving, and if you've got the time, you'll probably want to rent a car for a drive down to Big Sur,



Room to roam along the Central Coast.

If you plan to be among them this year you've no doubt been studying up on the prime stopovers of Mexico and Central America, but before you get there, the whole California Coast awaits you. We offer the following tidbits to help you find your way.

Half Moon Bay / Pillar Point. If your plan is to make short harbor-hops down the coast, Half Moon Bay is less than 25 miles south of the Golden Gate. But don't cut the corner as you approach Pillar Point, because if you don't rip your bottom out on one of two reefs you'll probably end up inadvertently surfing at Mavericks, site of the largest waves on the California coast. Careful, though, there are rocks as far as a mile off Pillar Point.

Many mariners find the entrance to the outer breakwater at Half Moon Bay tricky because you have to go so far east, then head almost due west. The harbormaster (Channel 16) is very good about helping confused mariners, but even still, entering at night or in a fog is unwise. Unfortunately, Half Moon Bay is renowned for lots of thick fog.

The public anchorage between the inner and outer breakwater is safe and well-protected, and there's lots of beach with small surf on which to land a dink. If you prefer a berth, the harbormaster can usually accommodate everyone in the 400-slip marina. The fee is \$16/night for a 40-footer. The Half Moon Bay YC doesn't have guest slips.

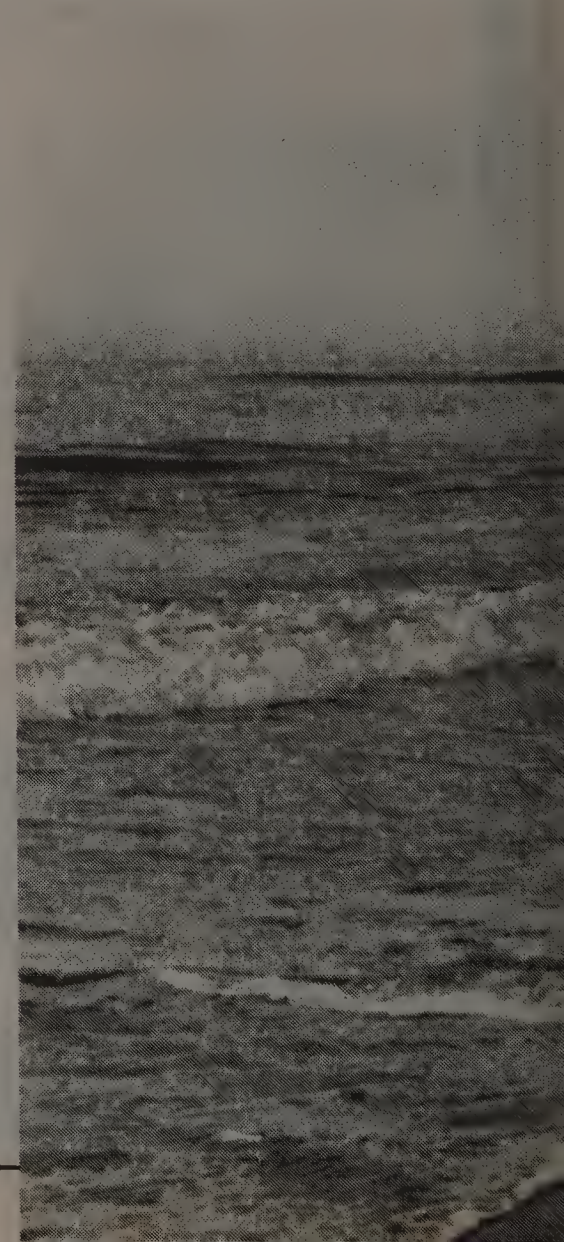
and may never put on a tie again.

There are three options for settling in at the Santa Cruz part of Monterey Bay. The furthest north is the open anchorage off the half-mile long Municipal Wharf. It's a little inconvenient and can be rolly, but it's free and close to surfing at Cowabunga Cowell's Beach. The furthest south option is taking a mooring at Capitola, a cute little town. Moorings are \$12 a night and the service is open through September 30. Launch service also: (408) 462-2208.

The most popular option is the Santa Cruz Yacht Harbor, (408) 475-6161, which boasts a helpful and friendly Harbor Patrol that's on duty 24 hours. If there's any kind of a swell running or has been a recent storm, however, you must radio ahead on 16 to make sure the entrance hasn't silted up. There's a fine for surfing the harbor entrance, and for all we know it applies to boats as well as boards.

The nightly fee in Santa Cruz Harbor is 60-cents a foot with a \$15 minimum. You won't be turned away because the Harbor Patrol says, "We find room." That can mean rafting up on end-ties, but hey, this is a mellow place and a great harbor. The Santa Cruz YC has two visitor slips in the harbor, although the depth is only six feet. It's a long walk around the harbor, which is why there's a free harbor taxi service.

In addition to having all the supplies and services you need nearby and a great atmosphere, Santa Cruz has numerous other attractions. The Harbor is very proud to be "the entrance" to the Monterey



— TOO GOOD TO MISS

to the '17-Mile Drive', and to a Park Service trailhead for a hike through the pines.

Monterey's 426-slip Monterey Marina, (408) 646-3950, has transient slips on a "first come, first served" basis. Normally they can accommodate everyone. It's \$20 a night. The Monterey Peninsula YC, inside the marina, has a visitor's dock. Other options are the Breakwater Cove Marina, (408) 373-7875, the moorings east of Wharf Two, and the free anchorage to the outside of that. The anchorage is said to have good holding in sand — Danforth anchors seem to work the best. If there's a swell from the northwest, it can be rolly.

We give Monterey 8 stars.

Stillwater Cove. If you've got all the supplies you need and the weather is fair, there's no way you should miss stopping here — it's one of California's most scenic anchorages. Be warned, however, that there's kelp everywhere and the rock and

gravel bottom doesn't make for the best holding.

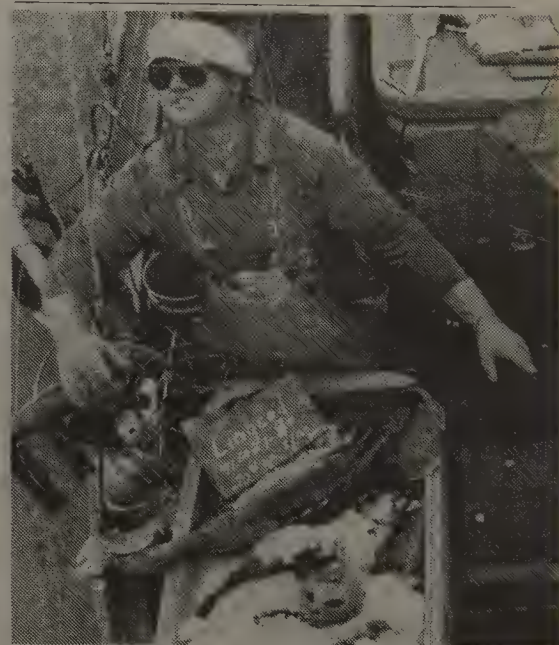
There are not yachting facilities ashore, but during the summer a launch service will take you ashore for an elegant lunch at Pebble Beach — if you promise to behave.

Pfieffer Point. If you're suddenly caught in a blow or are bone-tired from a non-stop run down from San Francisco, refuge can be taken at Pfeiffer Point. The recommended place to drop the hooks is 500 yards offshore in eight fathoms — where all the local fishermen anchor. The bottom is sandy but watch the kelp.

While resting up, look up the hill to the big house. It belongs — or once belonged — to Ted and Jane Turner, America's largest landholders.

Two stars.

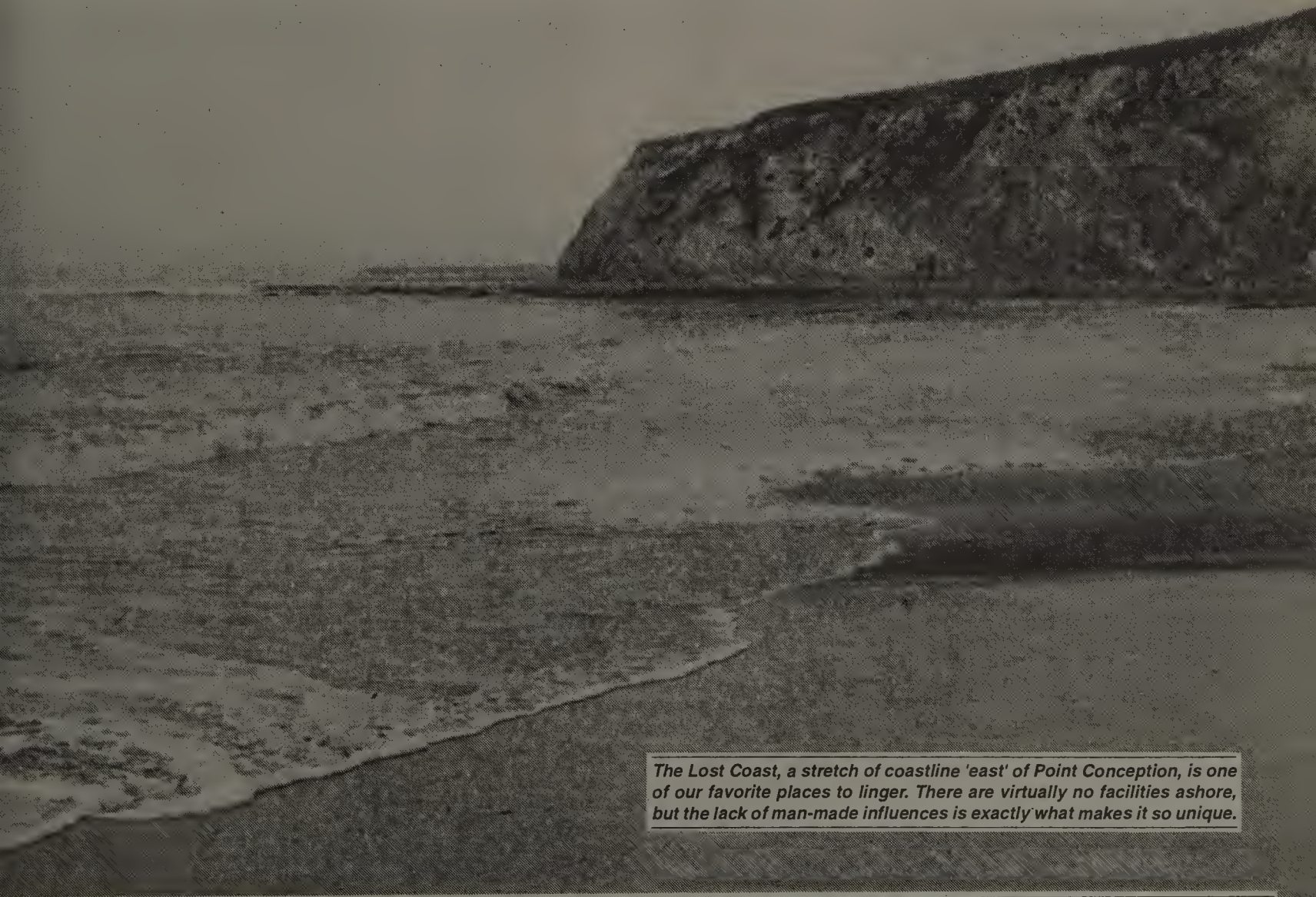
San Simeon. There are major devel-



A Morro Bay fisherman hawks his wares.

opment plans for this sleepy part of the Central Coast, so this year may be the last chance to see this area in its natural state.

The anchorage is in the middle of the



The Lost Coast, a stretch of coastline 'east' of Point Conception, is one of our favorite places to linger. There are virtually no facilities ashore, but the lack of man-made influences is exactly what makes it so unique.

SOUTHBOUND STOPOVERS



Capitola's pier and anchorage.

bight in about 8 fathoms with a hard sand bottom. It's free, but you get what you pay for, so expect to roll. There's a 995-ft pier, a general store, and lodging for folks visiting nearby Hearst Castle.

Four stars.

Morro Bay. Location, location, location. Morro Bay is not only ideally located halfway between San Francisco and Los Angeles, it's also about halfway between Monterey and Santa Barbara. It's not hard to find, either, not with the 576 foot tall rock, part of which was blasted out to make fodder for the breakwaters.

When there's a big swell, Morro Bay should be avoided, as the entrance is nasty. It's dumped a boat full of school-children, nearly threw George C. Scott's huge powerboat backwards over the falls, and has claimed several lives. Mariners should not attempt to enter Morro Bay at night or in fog — and it gets lots of fog.

Take note that the entrance channel buoys are not lit, they just can't take the weather. If in doubt, call the Harbor Pa-

there's a floating dock that's 12 cents a foot per day; again one-month limit. Best of all is the Morro Bay YC's 150-foot side-tie dock for about \$15 a night. The club has full amenities, including a laundry, and make everyone feel welcome.

Morro Bay is a welcome place to visit and offers great hospitality, but it's not where you want to undertake a major project or provision.

Six stars.

Port San Luis. This is mostly a commercial anchorage, so don't expect to find many yachts or yacht services other than the yard. With the typical northern swells running, it does offer excellent shelter.

We hear there are mooring balls and you can anchor out. In the past, cruisers have complained about fees charged by water taxis.

Other than a boatyard, there's minimal services here and not much to see nearby. We give it two stars.

Government Point and the Lost Coast. When you round the point at Conception — 38 miles east of Santa Barbara — the coastline abruptly turns due east and you've instantly sailed out of Northern California and into Southern California. The wind fades, the seas recede, and the temperature rises — it's totally different, and it's totally uncrowded. We call it the 'Lost Coast', and we love it.

The Cojo anchorage just inside Government Point has been the classic anchorage for northbound boats waiting for the weather to settle so they can sneak



to everything up to the high water mark, so don't be intimidated. There are no services. In fact, there's no nothin' — which is precisely what makes it so great. If you've made a long sail down from San Francisco and don't need to reprovision right away, this is the place to start getting into the cruising frame of mind.

As you continue east along the Lost Coast, you come to Gaviota State Park, which has a pier for fishing, as well as a campgrounds with basic amenities. A couple of times we've anchored near the end of the pier and swam or dinghied over to it — much to the aggravation of the people fishing from the pier. It's too rolly for overnight anchoring at Gaviota, but it is possible to anchor at nearby Refugio and Goleta, although they also tend to be rolly, even in a very small swell. The entire Lost Coast has great places to walk on deserted beaches, although you might have to swim or dinghy through small surf.

Two dangers: If you're sailing close to shore, the wind — even on otherwise calm days — can whip down the canyons in tremendous blasts. You'll be stunned by the speed and power. Secondly, this part of the coast has been leaking coal tar oil for hundreds of years, and big blobs of it still float on the surface. These blobs love to stick to the hull of your boat and they are extremely difficult to remove. You know when you're around it because the ocean stinks of tar.



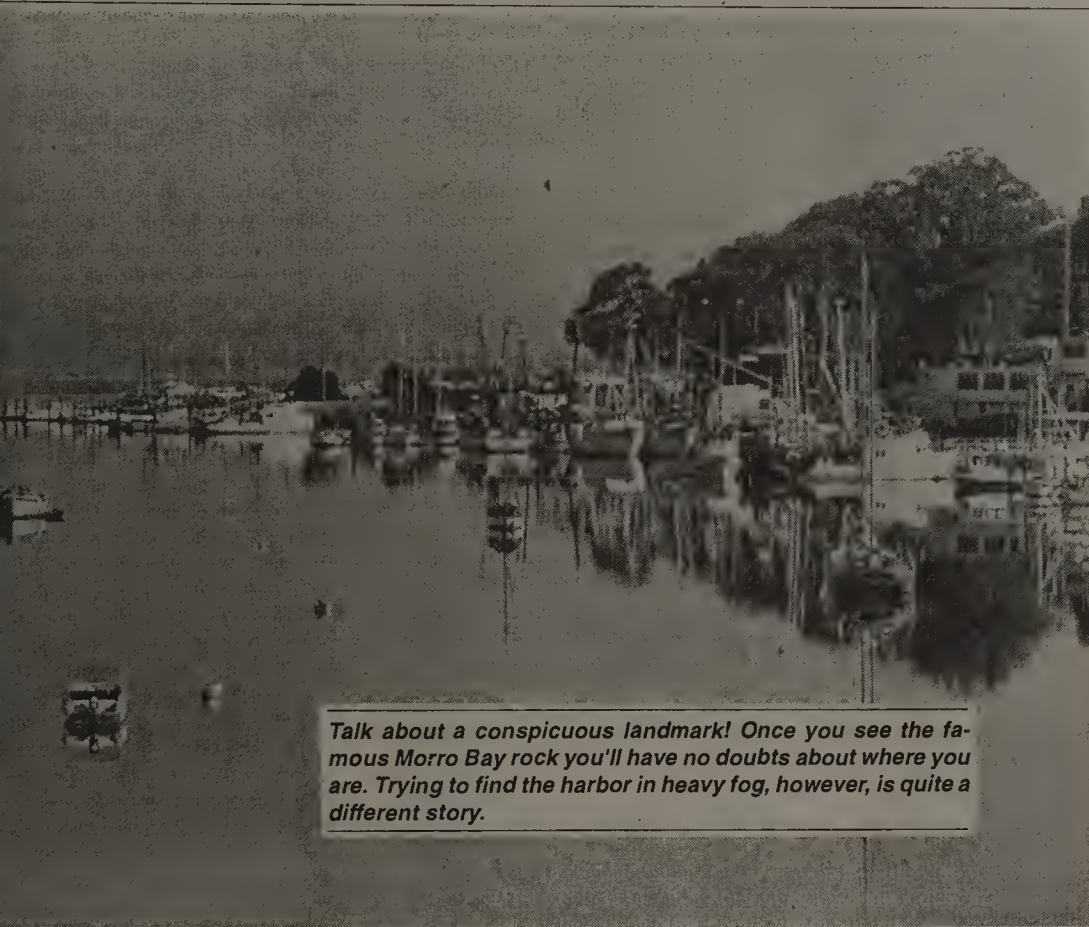
Santa Barbara Harbor.

trol on 16. They work 0700 until 1800, but the Coast Guard will soon be on duty '7/24'.

Once you get inside, however, Morro Bay has a well-deserved reputation for hospitality. It also has a number of options for securing your boat. You can anchor out free for five days, after which it's eight cents a foot. Limit one month. Or

around Conception. It's a good anchorage with some great added attractions.

If you're a surfer, you already know the biggest one. Most of Southern California's best uncrowded surf spots are found between Cojo and Gaviota. If you're a nature lover, the geology is spectacular and the whole panorama is virtually undeveloped. Guards have tried to shoo us off the beach, but we, the public, are entitled



Talk about a conspicuous landmark! Once you see the famous Morro Bay rock you'll have no doubts about where you are. Trying to find the harbor in heavy fog, however, is quite a different story.

Nonetheless, the entire Lost Coast scores a 10 from us.

Santa Barbara. We attended UCSB, but after two years got sick of the small town feel, so we transferred up to UC Berkeley. However, we just returned from taking a daughter on a trip to look at the university and the area, and were surprised that we'd forgotten how beautiful the region is. If you're into horticulture, you'll particularly enjoy Santa Barbara.

The Santa Barbara Harbor, with its view of Stearn's Wharf and the nearby mountains, is hands down the most scenic harbor on California's coast. With more than 1,000 boats, there's a great little harbor community with restaurants, fishermen selling their catch from the back of their boat, and lovely physical specimens strolling along the nearly half-mile long breakwater.

Mariners are permitted to anchor to the east of the wharf, and many do. Anchor-outs are allowed to tie up their dinghies in the heart of the harbor, just under the watchful eye of the Harbormaster's Office. Most mariners prefer to take a transient slip in the harbor, and there's almost always room. The fee is \$20/night for a 40-footer. The Santa Barbara YC has a nice facility but no slips for transients.

The ever-changing sand bottom at the corner of the harbor entrance can make entering confusing, and plenty of strangers run aground. Don't try it at night with-

out help. Fortunately, Harbormaster Julia Hazard's staff monitors Channel 16 around the clock. If you really get confused or if it gets foggy — which often happens between August and November — they'll come out in a patrol boat to help.

The harbor has all the goods and services you could want, including a do-it-yourself yard.

It's well worth renting a car to see all that Santa Barbara has to offer. We recommend a visit to the Mission, a drive along Alameda Padre Serra, and out East Valley Road. There's some big money behind all those big hedges. A drive up Cachuma Pass will give you a great view of the picturesque Santa Ynez Valley and take you to some fine hiking trails. It's also just 21 miles from Santa Barbara to Fry's Harbor on Santa Cruz Island.

Santa Barbara's dirty little secret is that it has really lousy beaches. They get no surf in summer, the water is an awful color, and the sand is perpetually littered with seaweed spotted with coal tar. We still give it a 10.

Ventura. This is one of the few harbors in Southern California that's still nearly surrounded by farm land — and isn't that a pleasant change?

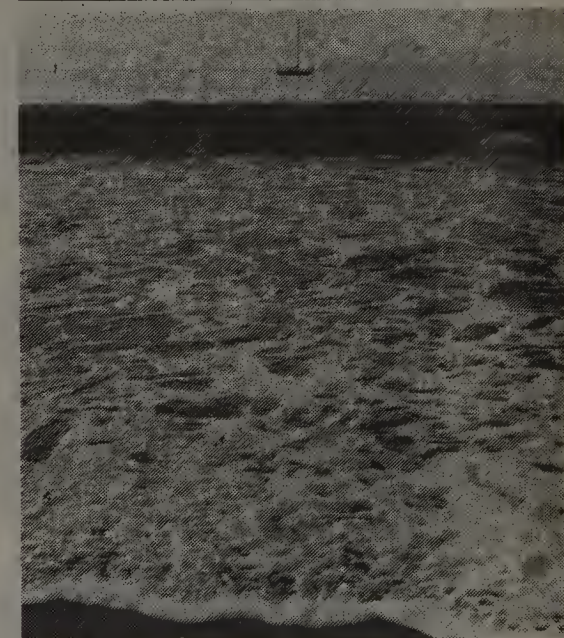
During a big swell — such as fall hurricane surf coming up from Baja — the entrance to Ventura can be extremely dangerous and people have been killed. You want to enter from the east side of

the T-shaped breakwater, never from the west side. And more than at most harbor entrances, you want to stand well off from the breakwater until you've sussed out the conditions. Once inside the breakwater, watch for odd-looking placement of channel buoys, as the sand really moves around. If you have any doubts, call the harbormaster on 16. There's nobody on duty from 0200 until 0600, but you don't want to be entering during those times anyway.

Ventura can sometimes be afflicted by low, thick fog. No matter how many radars and depthsounders you have, you don't want to try entering when visibility is limited. Unfortunately, however, there's no good place to anchor along this stretch of coast.

There are three marinas inside Ventura Harbor, all of which have guest berthing. Ventura West Marina, (805) 644-8266, offers transients slips at \$15 a night to 35 feet; it's 50 cents a foot extra for boats over 35 feet. Ventura Isle Marina, (805) 485-5044, has special discounts for Baja Ha-Ha entrants — and probably people who know Baja Ha-Ha entrants, too. You can also try the Ventura YC, which has a long history of being hospitable to cruisers.

Ventura Harbor was always meant to be a hoppin' place for the general public,



Lost Coast solitude.

but it's never quite taken off. Nonetheless, there are a few nice restaurants and shops, a couple of boatyards and a fuel dock. The Harbor is a little out of the way, so it's not the best place to provision. Being set apart from the action does have

SOUTHBOUND STOPOVERS



Ventura Harbor, cozy and comfortable.

advantages, however. It's a mellow harbor where folks are friendly and tend to really get to know one another. We kept our boat there for six months and really enjoyed it.

If you like ocean sports, try to get a slip near the harbor entrance. That way you can wake up in the morning and it's just a 100-yard dash with your surfboard, boogie board, or plain old body, to some

of Southern California's best surf. Use good sense, however, as fall hurricane surf can pound hard. Island lovers like the fact that it's only about 20 miles to Santa Cruz Island.

Ventura deserves a nine.

Channel Islands Harbor. (Oxnard.)

This is another Southern California harbor in a rural setting — although the harbor area itself is heavily developed. Channel Islands is even more isolated than Ventura if you need special provisioning or odd supplies. There are plenty of marine businesses on the premises, however, and markets a few blocks away.

Channel Islands also has a 'T'-shaped

breakwater, but it's not quite as dangerous as Ventura's. Nonetheless, we almost piled our boat up on it one night by trying to go over the breakwater — so give the Harbormaster or Coast Guard a call if you're unsure. There's no anchoring anywhere along this stretch of coast.

Like Ventura, Channel Islands is a gateway to Anacapa and Santa Cruz Islands, which are only a few hour's sail away.

We give it 6 stars.

The obvious omission of our jaunt along the coast is the Channel Islands — an incredible area worthy of dozens of articles (i.e. see *Channel Islands*, in the June '97 *Latitude* and *Santa Cruz Island's Sea Caves* in the August issue. In the meantime, though, we suggest you pick up a good cruising guide and allow plenty of time to explore.

Although there are many more potential stopovers in Southern California, we'll have to leave the rest for a second installment. Happy cruisin'.

— latitude

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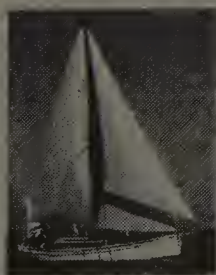


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The Dashew family cruising aboard *Intermezzo* in Bora-Bora in 1977.
Elyse age 7,
Sarah age 4.



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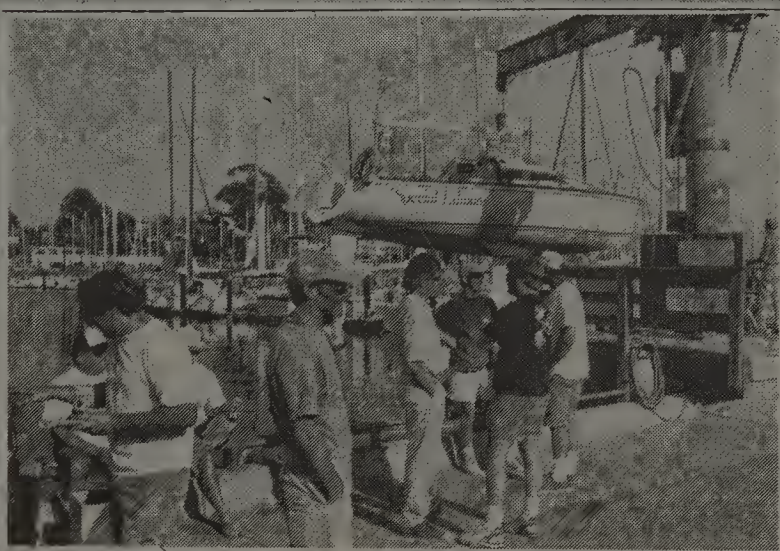


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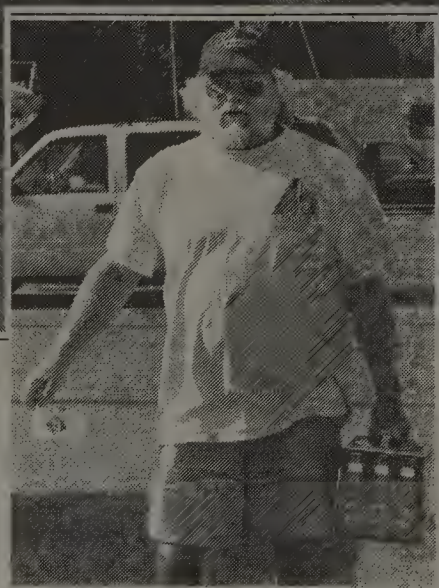


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WEDNESDAY NIGHT IN SANTA CRUZ —



Above, the Wallflowers. Below, typical Wednesday night warrior.



There are supposedly some pretty serious athletic endeavors that occur down in Santa Cruz, such as world-class surfing and volleyball tournaments. The antithesis of these hardcore events — actually almost off the other end of the competitive scale — is the Wednesday Night Beer Can Series, possibly the most laid-back sailboat racing in the world. There are no entry fees, no ratings, no protests, no

screaming, no results, no trophies and virtually no organization that we could detect. It's mostly just an excuse to go sailing and drink a few brewskis, kind of a "Critical Mass" on boats instead of bikes. What

else would you expect from a town whose university mascot is the banana slug?

Yet despite (or quite probably because of) the event's simplicity, it's probably the most popular beer can series on the West

Coast — every Wednesday evening between April and October, the race routinely attracts 50-60 boats, and as many as 100 come out during the midsummer heat waves. Beginning around 5 p.m., a crowd gathers near the Santa Cruz YC hoist as a steady stream of boats drop into the water.

Some of the best local sailors mosey down to the harbor about this time — usually not to race, just to socialize. "The Wallflowers," as this minority group is known, would rather hang out and pound beers in the sunshine instead. It's all in

RUN, RABBIT, RUN



Old and new — 'Scorpio' crosses in front of 'Xanthippe'. It's an eclectic fleet, not limited to just the ULDBs this town is famous for.

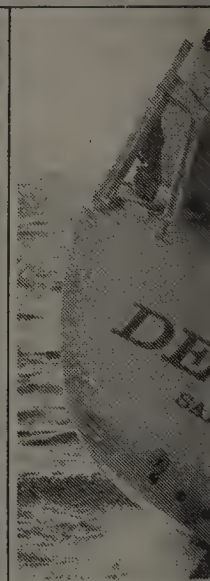
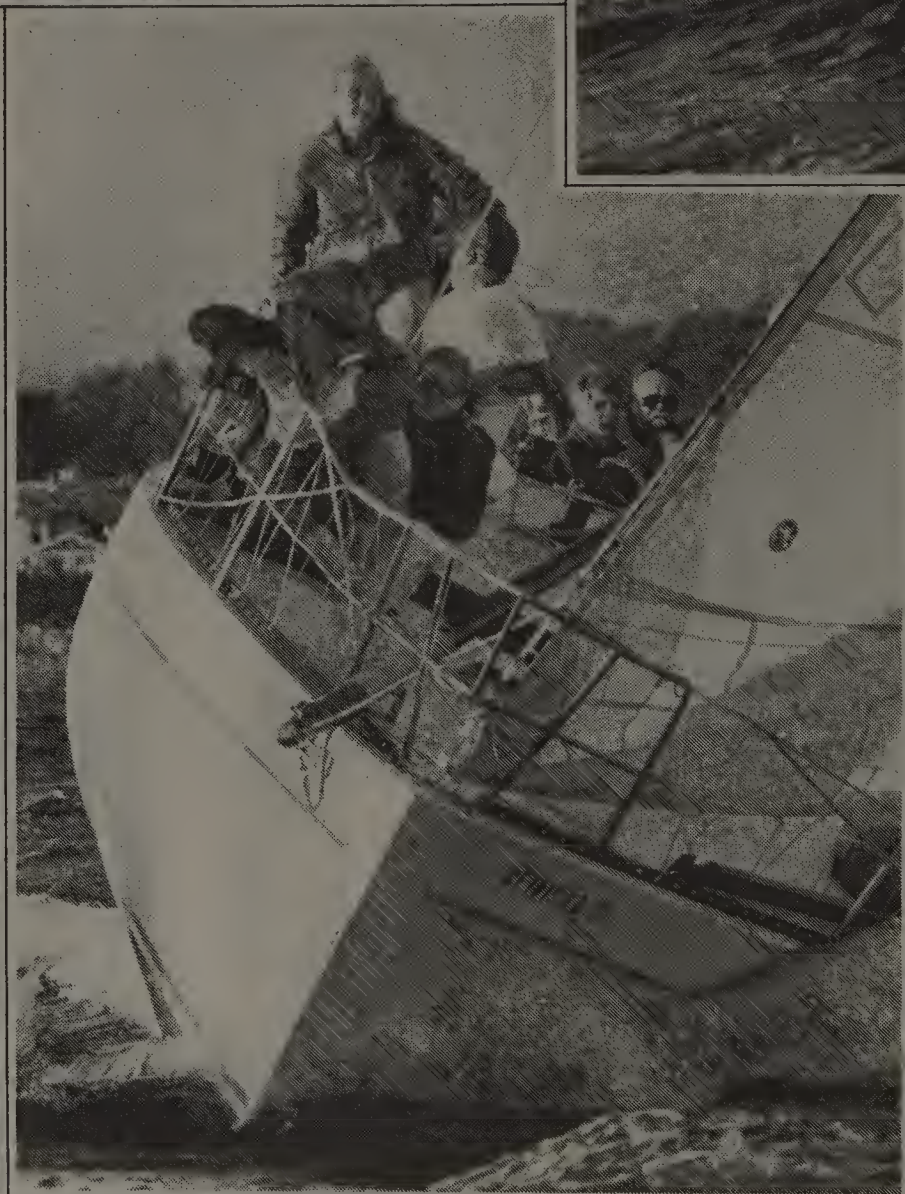
starboard tackers reach down on them and harden up just inches from their transom (yes, the rabbit has been bashed a few times over the years). From there, the course usually goes to Wharf Mark or Soquel, depending on the wind direction. The "winner" is the first one back to the mouth of the breakwater (or to the yacht club bar, depending on who you talk to). But, frankly, no one seems to really care who "wins" on any given night.

But, heck, *everyone* wins in this series! With eight more races before the series ends along with Daylight Savings Time, why not head down to Santa Cruz some Wednesday night and experience this deliciously mellow evening sail for yourself? No one gets left on the dock that doesn't want to be — just be there around 5:30 p.m., wearing a smile and cradling a cold six-pack. The latter will undoubtedly attract the attention of The Wallflowers, who can direct you towards boats looking for crew. Enjoy!

— latitude/rkm

the easygoing spirit of the event — not every boat starts on time, lots of them skip marks or head in early, and almost everyone sails with twice as many people as normal. It's complete jungleball, but in the nicest sense of the word.

The real racers — and there are a handful of SC 50s and 30-footers that actually take the races somewhat seriously — try to start near the 'rabbit', Norm Lezin's Gulfstar 40 *Windrunner*, as soon as possible after the horn blows signifying the 6:30 p.m. start. As *Windrunner* bravely crosses the fleet on port, a wall of





Scenes from the Santa Cruz Wednesday Night Series (clockwise from upper left) — "Revelry" and "Roller Coaster" at the windward mark; "Elyxir" misses the rabbit with inches to spare; the unknown bow man; "Chardonnay" with a boatload of pay-to-play racers; two famous boats, "Pacific High" and "Details"; the SC 40 "Revelry" about to sink our photoboy; "Waverunner's" appropriate kite; "California Zephyr" takes up "Special Ed". All photos "Latitude"/rob.



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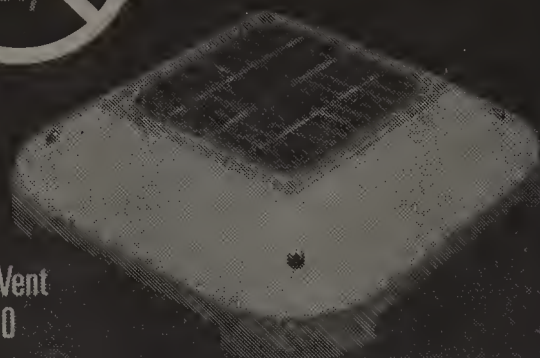
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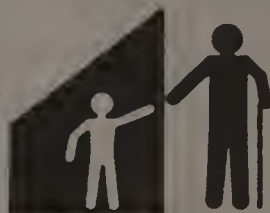
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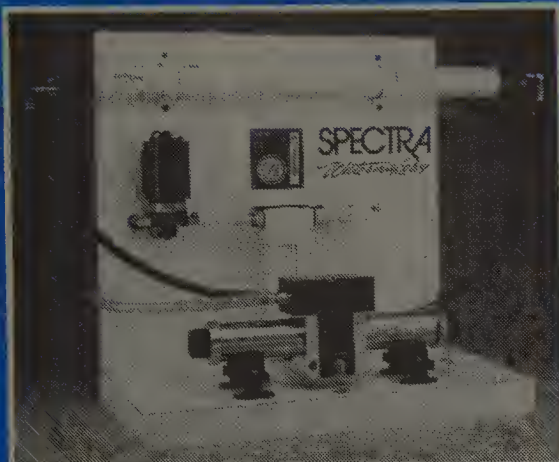
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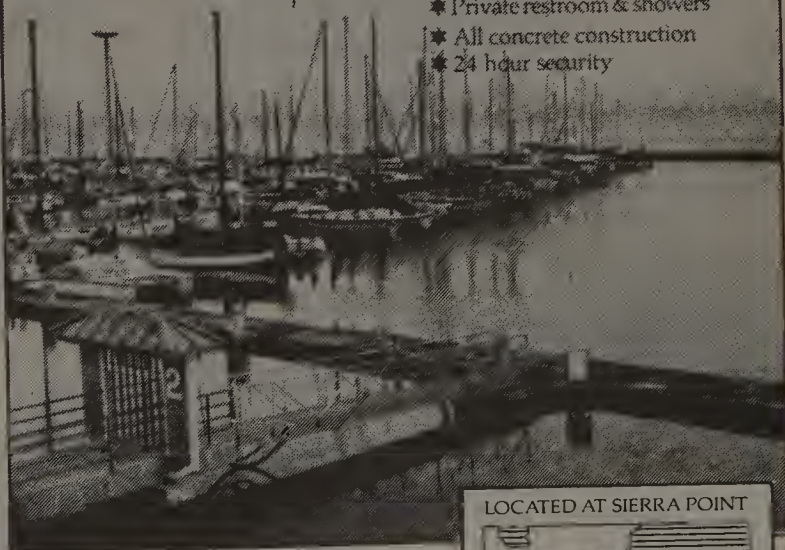
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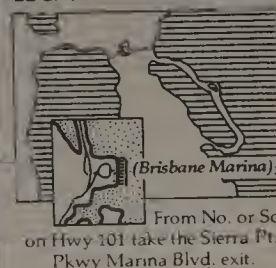
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MEDICINE TO GO

Choosing a sea-going medical kit is a highly personal decision — as personal, perhaps, as choosing a style of clothing a career or, most appropriately, a boat. And just as we all look for the vessel that best meets our *needs*, that boat seldom meets all of our *wants*. With most important purchases, what we end up with is often a compromise between our dream goal

Ham radio?

- What special skills do you have? First Aid? CPR? Medical? Nursing?

- What is your personal risk tolerance? High, i.e. willing to accept the trade-off between the economy of a simple kit and

*How long do you anticipate being totally self-reliant?
Hours? Days? Weeks?*

and what we can realistically attain.

With this in mind, the process of putting together a sea-going medical kit raises questions that must be answered before any purchases are made. Remember, though, think realistically — *needs* vs *wants*.

- How long do you anticipate being totally self-reliant? Hours? Days? Weeks?

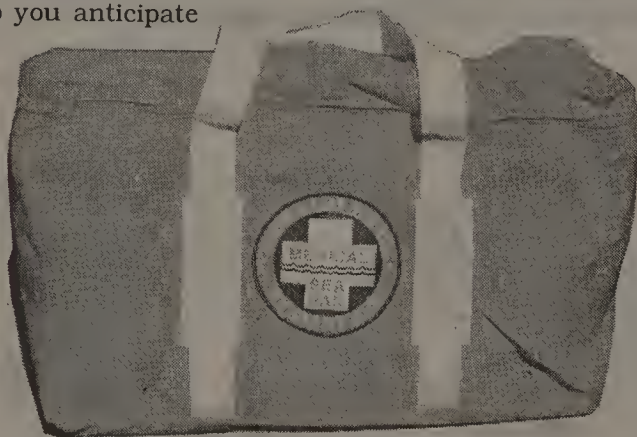
- What kind of environment are you preparing for? Cold? Heat? Predictably severe weather?

- Are there specific health problems that must be considered? Diabetes? Heart problems? Arthritis? Old

sports injuries? Epilepsy? Handicaps?

- Will there be children aboard?

- What kind of radio/telecommunications do you have? VHF? SSB? Cellphone?



Marine retailers sell a wide variety of general purpose medical kits. If you anticipate the possibility of specific needs, however, you'll probably want to customize a standard kit.

the risk of not having everything you might need? Or are you a 'risk-adverse' person who would carry a hospital if given the chance?

- Are you an improviser? Could you easily build a traction splint for a broken leg out of lee boards and duct tape?

- Are you more comfortable with 'alternative' medical practices than standard drugs and surgery?

- What is your age and general health status? Pregnant?

- Will your cruise take you to a developing ('third world') country?

- Are you primarily a

day-sailor? A coastal cruiser? A long-distance voyager? A racer? It makes a difference — a big difference.

- Do you have the time, energy, incli-



nation and expertise to custom-make your kit from scratch or are you looking for the most appropriate 'off-the-shelf' kit?

- Do you have 'inside' access to information, medications and supplies (friends or family in health care) or will you have to spend top dollar for your purchases?

- Do you have access to an experienced wilderness physician or clinic willing to advise regarding supplies and medications, as well as prescribe antibiotics and narcotics?

Organization of the medical kit:

Basic principles — the kit should be easily storable, easily accessible, and easily transportable. In addition, it needs to be organized logically to minimize rummaging and searching. Finally, the kit should be available to be tossed into the life raft. Speaking of the life raft, I *strongly urge* you to have survival medical supplies prepared ahead of time and be part of your survival bag. (See Survival Medical Supplies.) In my opinion, soft valise type bags with handles (seabags) fit the bill nicely. They come in various sizes, are easily stored, easily transported, lightweight, and can carry multiple smaller bags inside (an idea I enthusiastically stole from the Medical SeaPaks).

So once you've picked out your storage system, here's what you should consider putting inside. The items listed here are not meant to be all-inclusive or necessary for every cruising vessel, but rather this list is meant to serve as a starting point that will be modified according to the likely needs of the crew, as discussed above. For example, this list contains items that would not be appropriate for children, e.g. scopolamine patches for seasick-

ness or aspirin for febrile illnesses. Additionally, some of these medications are not recommended for pregnant women, e.g. promethazine. It does not include items which would be helpful to persons with pre-existing medical conditions, e.g. beta-blockers and ACE Inhibitors for cardiac patients. Finally, many items could be eliminated by improvising from materials commonly found aboard most sailing vessels.

The cruising medical kit

* Items requiring special training or expertise

** Items requiring prescription

Bag #1 — Common problems

Strip bandaids-regular size

Aspirin

Extra strength acetaminophen (Tylenol extra strength)

ibuprofen (Nuprin, Motrin, Advil) 200mg

Decongestant cold tabs (Dristan)

Diphenhydramine (Benadryl)

25mg

Antiseptic towelettes

Hydrogen peroxide

Bandage scissors

Flashlight

Plastic prescription bottles

— A SAILOR'S MEDICAL KIT



O-u-c-h! Offshore sailing is full of surprises — some pleasant and some painful! When first aid is needed, you'll be glad you're well prepared.

- Are you planning to snorkel or scuba dive?
- Is anyone on-board taking prescription medications on a regular basis?

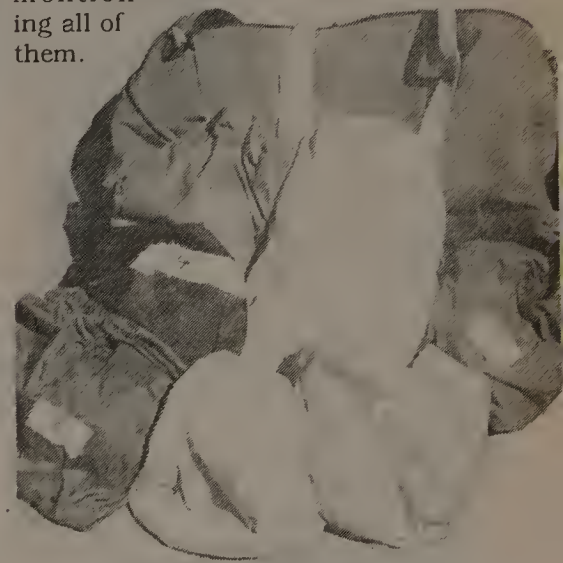
The list could go on, but you get the idea — there is no such thing as the 'standard' medical kit for every boat. But there is probably a good one for your boat and your cruise based on your assessment of

the above questions. So let's start with the most basic item in your kit, the medical guidebook.

There are now available literally dozens of publications which are considered 'wilderness' medical guides. Most are generic in the sense that their information is appropriate for not only the cruising sailor, but also for the backpacker, white water kayaker, mountain climber, or Himalayan trekker. In fact most volumes target land-based activities.

Nevertheless, some books specifically address the needs of the ocean voyaging community. I have included on my list books which are currently being used by many sailors (Eastman's *Advanced First Aid Afloat*, Gill's *The Onboard Medical Handbook*), or have been in use for many years by the commercial maritime community (*The Ship's Medicine Chest*). Others have specific applications (Werner's *Where There is no Doctor* — medical care in developing countries, Auerbach's *Hazardous Marine Life* — for divers), or are recommended for medical professionals (Auerbach's *Wilderness Medicine*). Still others are particular favorites of mine: Cohen's *The Healthy Sailor* and Auerbach's *Medicine for the Outdoors*.

Finally, if you will be traveling internationally, the book entitled *Health Information for International Travelers* by the Center for Disease Control should definitely be somewhere in your on-board library. There are many other books of excellent quality I could mention but time and space precludes mentioning all of them.



In an emergency, knowing where to find specific materials is crucial. The bag system really helps.

Plastic zipper bags (Zip-Lock)
Safety pins
Thermometers (regular and hypothermia)
Clotrimazole vaginal cream/ tablets (Gynelotrimin)
Antacids (Mylanta, Maalox, Tums, Rolaids)
Milk of magnesia
Fleet's enema
Pepto Bismol tablets
Loperamide (Imodium)
Cimetidine HCl (Tagamet) 400mg**
Meclizine tabs (25mg)
Promethazine suppositories (25/50mg)**

Scopolamine patches (Trans-Derm Scop)**
Bag #2 — Minor trauma
Knuckle bandaids
Medium/large bandaids
Povidone-iodine (Betadine) swab sticks
Adhesive tape 1"
2x2" gauze sponges
Butterfly bandages
Super glue
Triple antibiotic ointment (Polysporin, Bacitracin)
Alcohol prep pads

Bag #3 — Major trauma
Steri strips & tincture of benzoin

Povidone iodine 10% solution (Betadine)
Surgical scrub brushes
Suture set with suture removal set* & Lidocaine 1%**
(tissue forceps, needle holder, iris scissors, 10cc syringe, 21 gauge & 27 gauge needles)
4x4" gauze
Adhesive surgical dressing 8"x6"
18x26" sterile field
Kerlex sponges 6x6 3/4"
Sterile pads 5x8"
Sutures (4-0, 5-0, 6-0 nylon)
Latex surgical gloves
Wound irrigation syringe 35cc
19 gauge needle

Bag #4 — Burns
Aloe vera gel
Triple antibiotic ointment or silvadene cream 1%
Kling
Aquaphore gauze
Adaptic non-adherent dressing
Coban self-adherent wrap (3")
Xeroform gauze

Bag #5 — System problems
Cotton tip swabs
Tongue blades
Eye pads
Coban self-adherent gauze (2")
Kling
Scalpels

MEDICINE TO GO

Medical Reference Books

• *Advanced First Aid Afloat*, 4th Edition, by Peter F. Eastman, MD, Cornell Maritime Press, 212 pages, 1995.

For twenty-five years this has been the standard First Aid text carried aboard most sailing vessels. (First Edition, 1972). Dr. Eastman, a retired surgeon, writes in a folksy anecdotal manner and tells good sea stories. Describes procedures in a step-by-step manner, such as how to suture, how to give an injection, etc. This is a very readable book.

• *Where There is no Doctor*, by David Werner, Hesperian Foundation, 1992, 345 pages.

Originally written as a health guide for villagers in remote areas of the world, this text has now become a classic, translated into over forty languages. Useful for travelers who wish to be as self-reliant as possible.

• *The Onboard Medical Handbook: First Aid and Emergency Medicine Afloat*, by Paul G. Gill, MD, International Marine Pub., 1996, 208 pages.

A new addition to the shipboard medical library. Dr. Gill is an experienced emergency physician who has written a regular column for *Outdoor Life* and is an occasional contributor to *Cruising World* as well as other magazines.

• *A Medical Guide to Hazardous Marine Life*, by Paul S. Auerbach, MD, Best Pub. Co., 62 pages, 1996.

An excellent handbook for anyone who

actually plans on *going into* the water. Richly illustrated with color photographs, this book is very practical and easy to use. Designed for scuba divers and others who explore the underwater environment and who may be stung, bitten or punctured by a marine creature.

• *The Ship's Medicine Chest and Medical Aid at Sea*, U.S. Government Publication.

This is the standard text used by the U.S. Merchant Marine. Detailed instructions on diagnosis and treatment for most illnesses and injuries experienced at sea. Written for the non-professional. The current edition is now somewhat outdated, especially the section on pharmaceuticals.

• *Health Information for International Travelers*, by Centers for Disease Control, HHS Publication #CDC95-8280.

This contains a global rundown of disease and immunization advice and other health guidance, including risks in particular countries. For additional health information, the Centers for Disease Control in Atlanta maintains the international travelers hotline at 404-332-4559.

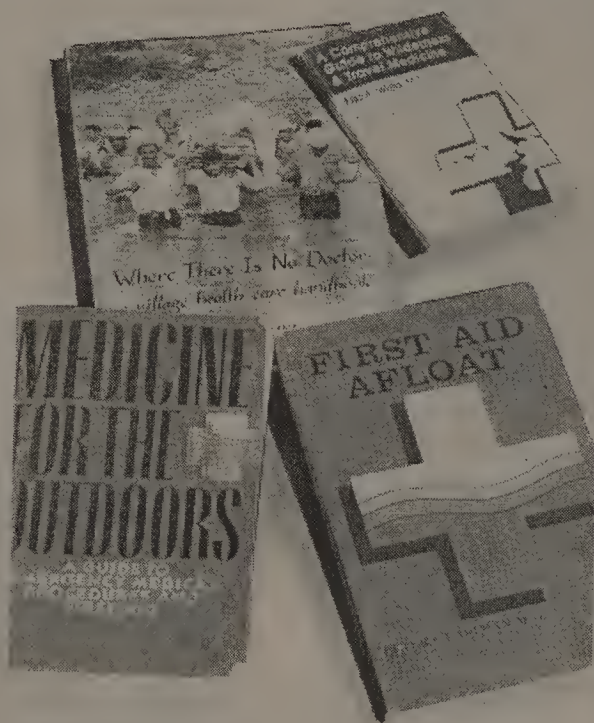
• *Wilderness Medicine: Management of Wilderness and Environmental Emergencies*, Edited by Paul S. Auerbach, MD, C.V.

Mosby Company, 1995, 1529 pages

This is the text for medical professionals, highly recommended. It details the diagnosis, treatment and pathophysiology of virtually all emergencies encountered in remote/wilderness environments. The list of the contributing authors reads like a *Who's Who* of Emergency and Environmental Medicine.

• *Medicine for the Outdoors: A Guide to Emergency Medical Procedures and First Aid*, by Paul S. Auerbach, MD, Little Brown and Company, 348 pages, 1991 (hard to find).

Dr. Auerbach wrote this classic manual in the 1980's. Designed for the non-medical professional, it is written in easy-to-



Who ya gonna call? When you're out in the middle of the ocean with a medical emergency you're on your own. So be sure you have several good references to guide you.

3" ace wrap
Maracel nasal pack
Oral rehydration salts

Bag #6 — Orthopedic

Tuning fork
Ace wraps (3", 4", 5")
Pre-tape
Athletic tape
Coban self-adherent gauze 3"
Adhesive tape 1"
Sam splint
Aluminum finger splints

Bag #7

Antibiotics/antihelmintics**
Erythromycin 500mg
Trimethoprim/sulfamethoxazole
(Septra ds, Bactrim ds)
Ciprofloxacin hcl (Cipro) 500mg
Augmentin 500mg
Flagyl 250mg
Ophthalmic antibiotic ointment

Bag #8

Diving/snorkeling kit
Ana sting kit with epinephrine/

Benadryl or Epipen

The Sawyer extractor
Vinegar (5% acetic acid)
Cortisporin otic solution
Isopropyl alcohol (40% or 70%)
Nasal decongestant spray (Afrin)
Splinter forceps

Bag #9 — Dental kit

Dental mirror with plastic handle
Double ended dental explorer
Tweezers type cotton forceps
Size small spoon excavator

Dent-temp kit or...
Irm (intermediate restorative material)
Cotton pellets

Bag #10 — Skin

Antifungal cream & powder (Tinactin; Iotrimin)
Hydrocortisone cream 1%
Anti-itch cream
Secta-soothe skin relief swabs
Daily care skin protection (Skin-So-Soft)

— A SAILOR'S MEDICAL KIT



When you head offshore toward developing countries, bringing plenty of medical supplies is as important as bringing backup engine parts.

understand language, but with no skimping in the quality of advice. Currently out of print. Check used book stores. There is a companion video, *Medicine for the Outdoors* (50 minutes).

• *Dr. Cohen's Healthy Sailor Book*, by Michael Martin Cohen, MD, International Marine Publishing Company, 257 pages, 1983 (hard to find).

Dr. Cohen has been one of the contributors to *The Ship's Medicine Chest*, and has produced an interesting companion to *First Aid/Emergency Texts*. This book emphasizes prevention (an often ne-

glected subject). It is written in language more suitable to a medical professional, but there is no reason an intelligent non-professional cannot glean many pearls of wisdom from this book. Currently out of print. Check used book stores.

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As a final note, do not forget that one of your most important medical resources is your ship's radio. With modern telecommunications your VHF, SSB, ham radio or cellphone can put you in direct contact with expert medical advice virtually anywhere in the world.

Remember that the MAYDAY distress call is reserved for the most dire of emergencies where there is a real hazard to life. For less critical situations it is advised to use the PAN distress call.

Marine Distress Communications

(Post Near Radiotelephone)

Speak slowly, clearly, calmly. . .

1. Make sure your radiotelephone is ready.
2. Press the alarm signal on the radio

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Paramedic scissors
Foley catheter
Stethoscope
Blood pressure cuff*

Glucose (glucose) paste
Nitroglycerin 0.4mg sublingual tabs
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Meperidine (Demerol)

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Personal medical record
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Ibuprofen, acetaminophen, aspirin
Narcotics
Antihistamine
Survival manual

MEDICINE TO GO

transmitter for 30 seconds at least 1 minute before transmitting the Mayday distress call.

3. If within 20 miles of shore (or other vessels), transmit first on VHF channel 16 (156.8 MHz).

4. If offshore more than 20 miles, transmit first on SSB frequency 2182 kHz.

5. Press the microphone button and say "Mayday, Mayday, Mayday."

6. Say "This is. . . (give you vessel name and call sign)."

7. Say "Mayday. . . (name of your vessel)"

8. Tell where you are.

9. State the nature of the distress and/or the condition of the injured or ill person.

10. Give the number of persons on board.

11. Give estimate of the present seaworthiness of your vessel.

12. Briefly describe your vessel: (length and manufacturer; hull and trim colors).

13. Say "I will be listening on chan-



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nel 16."

14. End message by saying: "This is (vessel name and call sign), over."

15. If Mayday is not acknowledged within 30 seconds, reactivate the alarm signal of the radio transmitter and retransmit, first on VHF then SSB.

16. If still no answer, transmit again

(preceded by the radio alarm signal) on any channel or frequency used in the area.

17. If still no answer, try VHF channels 21 (157.05 MHz), 22A (157.1 MHz), or SSB 2670 kHz — primary Coast Guard working channels, or VHF channel 6 (156.3 MHz), SSB 2638 kHz, which at sea are used as international ship-to-ship channels.

— kent benedict

Kent Benedict, MD, FACEP is a board certified emergency physician who has been organizing and teaching courses on Emergency Medicine at Sea for over 17 years. He is the Chief Medical Officer for the California Maritime Academy's training ship, the Golden Bear. He's lectured nationally and currently holds two U.S. Coast Guard licenses, one as a Ship's Surgeon, the other as Ship's Master (100 tons).

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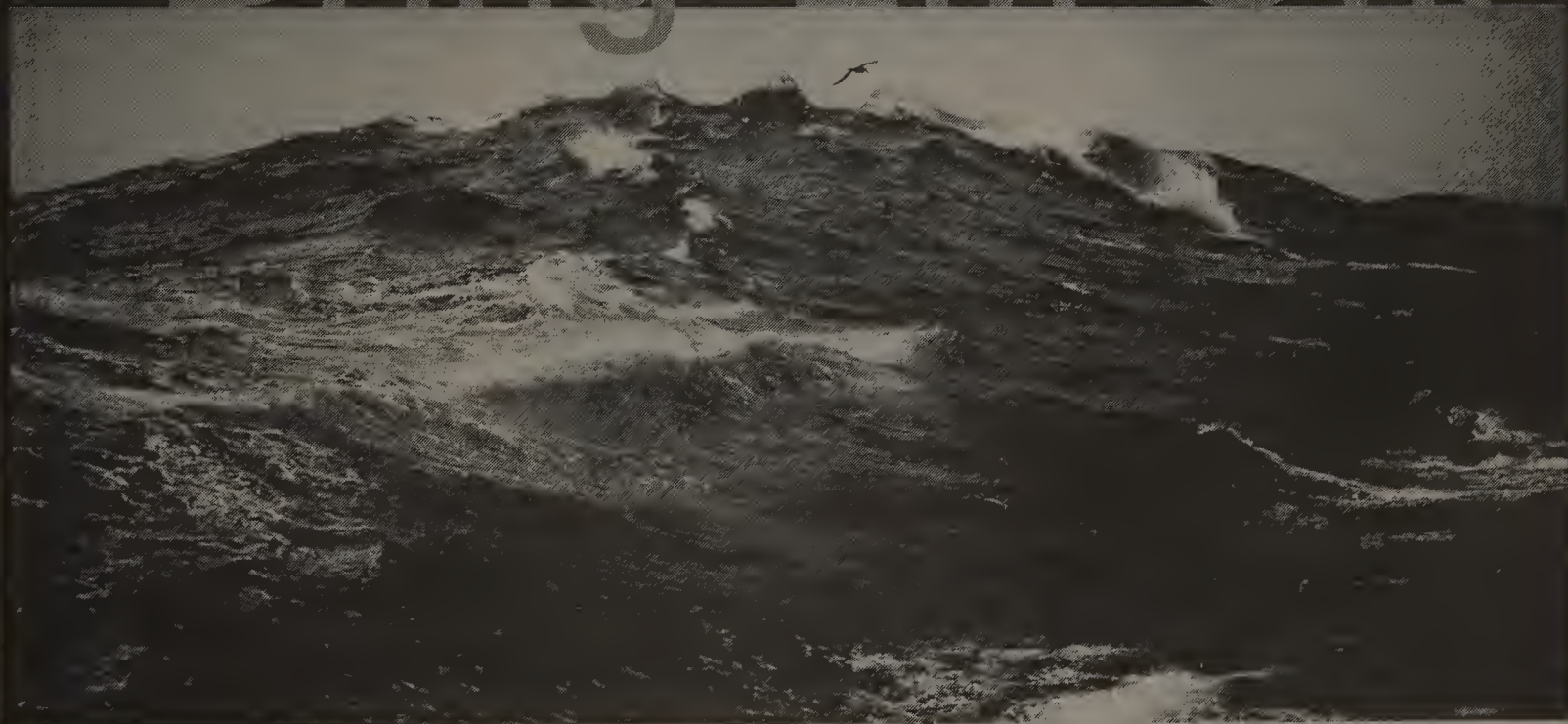
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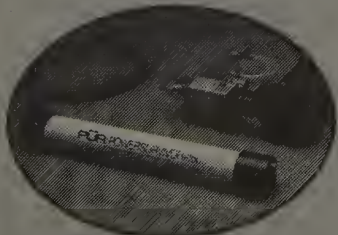
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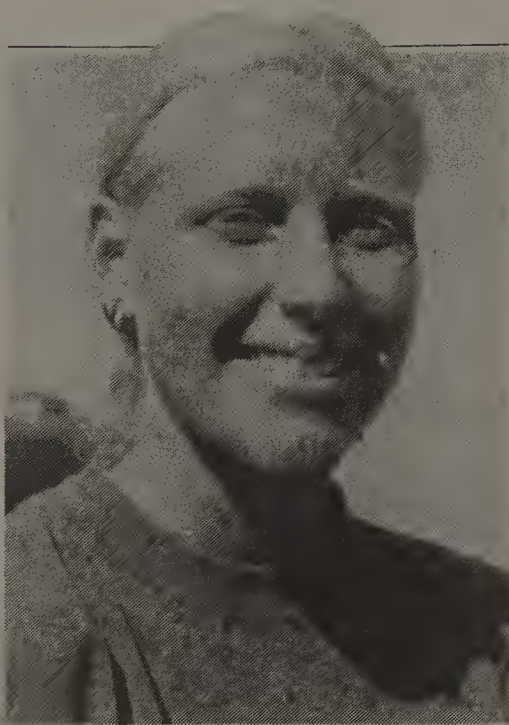
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EUROPE DINGHY WORLDS —

The Europe Dinghy Worlds came to town last month, setting up camp at the St. Francis YC for over two weeks in late July and early August. A truly international event, the Worlds attracted 136 sailors from 19 countries. We've never heard so many different languages at a regatta! It was a colorful pageant, starring lots of tan and buffed young Europeans, most in their late teens and early twenties. Serious athletes, many of these kids arrived with coaches and Olympic dreams. A few local 'oldsters' like Lynn Olinger and Tom and Sharon Alexander snuck out to join the fray, but they were in a distinct minority.

The boats, we soon learned, weren't some relatively new one design class created for the last Olympic women's competition. The Europe Dinghy was designed in 1960 by Alois Roland, with the notion that it would be the next boat up the junior sailing ladder from the Optimist. Designed for women and young (or



Above, top woman Margriet Matthijse of The Netherlands. Below, how many countries you can count in this picture?

at least light) men, the boat — which resembles a shrunken Finn — is 11 feet long and just 139 pounds all up.

The car-toppable craft features enough controls (mast rake, centerboard angle, traveller) to keep things interesting. Class rules allow and encourage sailors to tailor the stiffness of their custom-ordered carbon fiber rigs to suit their weight and height, which theoretically is a big equalizer. The concept caught on in a big way in Europe, where most boys put in a few years in the class before outgrowing it physically, while many women have tended to stay with the Europe Dinghy instead of moving up the ladder. The Europeans, particularly the Scandinavians, are light years ahead of us in this class, and it showed at the Worlds.



THE KIDS ARE ALL RIGHT

The women's fleet was the main show, featuring a rematch between Kristine Roug, the Dane who took the gold medal at the Savannah Olympics, and Margriet Matthijsse, the Dutch silver medalist. A handful of other Savannah veterans were sprinkled throughout the fleet, such as Great Britain's fourth place finisher Shirley Robertson, but American bronze medalist Courtney Becker-Dey was nowhere in sight. "Americans like to hop around between classes, and it's also too long before the next Olympics to get too worked up over this," explained Hannah Swett, who drove out from her new digs in Wyoming for the Worlds. "The Europeans tend to stay in one class and simply train a lot harder. Personally, I haven't sailed much lately, let alone practiced."



ALL PHOTOS LATITUDE/ROB

Above, top American Hannah Swett. Right, men's winner Christoffer Sundby.

From the first beat of the 11-race, 2-throwout series, it was obvious that either Matthijsse or Roug would win. Both

planed away from the fleet upwind, and then seemed to make even bigger gains working the waves downwind. Roug

blinked first, stumbling to an 11th in race five. Matthijsse took the lead at that point, and then ran away with the series. The



EUROPE DINGHY WORLDS

20-year-old Rotterdam business student, who won the lighter air and much better-attended European Championship in Greece a few weeks earlier, ended up with five bullets en route to the overall victory. "I was pleased to do this well, because my shoulder is still recovering from a snow-boarding accident I had last winter in Austria," said Margriet.

The men's fleet was smaller and, on the whole, less competitive. After opening with two bullets and leading for almost all the regatta, Laurent Guillemette of France choked in the homestretch while 18-year-old Norwegian Christoffer Sundby came on strong, especially downwind. Going into the last day of racing, it was essentially a three-way tie with Jesper Meling of Denmark not too far behind. "A year ago at the Worlds, I led until the last day, and then came in second. This time, I wanted to try it the other way around!" said Sundby with a grin. The Oslo resident is entering the military next year — his duty, from what we could tell, will be to train for the Olympics on a sailing scholarship.



Sundby (#104) covers the competition on the all-important last race of each day... to the dock, and then to the showers!

— **A**ltogether, this regatta was a refreshing change from the usual rockstar-oreinted St. Francis fare. The only down-

er was the poor showing of the Americans, which really didn't come as much of a surprise. "This was as nice a group of young people as I've ever met, sailing or otherwise," said St. Francis race manager Matt Jones. "The key was to run them hard all day, feed them pasta dinners afterwards, and then they'd all be too exhausted to do anything but sleep!"

Dick Horn, who measured the boats as a busman's holiday from his usual dealings with IMS owners, was also impressed: "Meeting these kids makes me think that there's hope for this sport after all."

— **latitude/rkm**

WOMEN — 1) Margriet Matthijssse, NED, 21 points; 2) Kristine Roug, DEN, 39; 3) Melanie Dennison, AUS, 44; 4) Shirley Robertson, GBR, 45; 5) Carolyn Brouwer, NED, 50; 6) Hannah Swett, USA, 57; 7) Sharon Ferris, NZL, 68; 8) Maria Coleman, IRL, 81; 9) Doris Wetzel, GER, 83; 10) Linda Konttorp, NOR, 83. (73 boats)

MEN — 1) Christoffer Sundry, NOR, 27 points; 2) Laurent Guillemette, FRA, 31; 3) Jesper Meling, DEN, 34; 4) Paul Myrgren, SWE, 72; 5) Soren Johnson, DEN, 77; 6) Oscar Angervall, SWE, 84; 7) Pete Santen, SWE, 87; 8) Vegard Arnhoff, NOR, 91; 9) Marius Karlsen, NOR, 91; 10) Petter Bjerke, NOR, 92. (63 boats)

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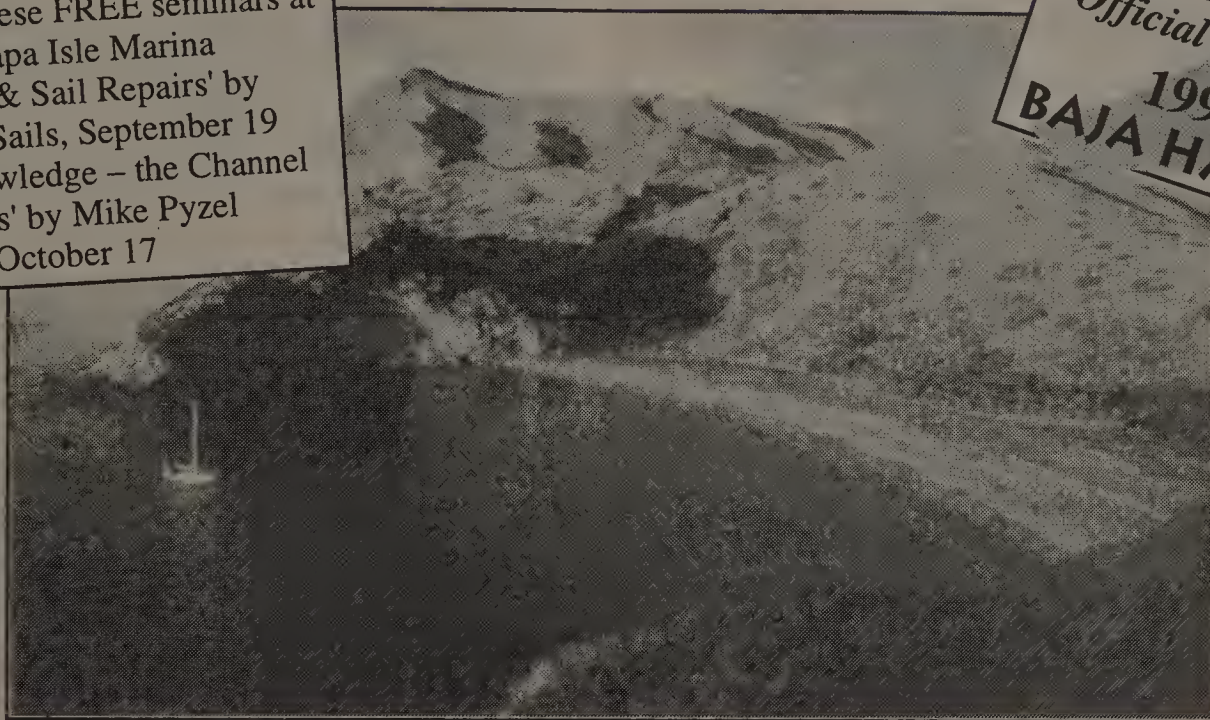


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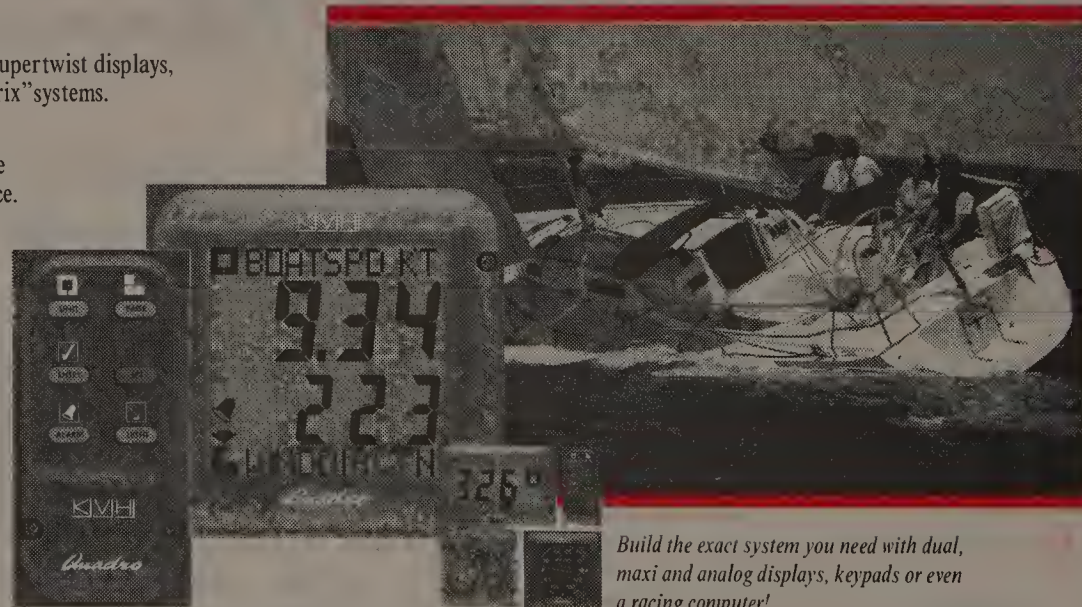
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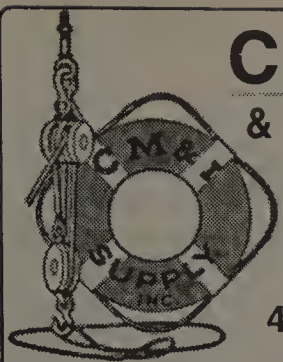


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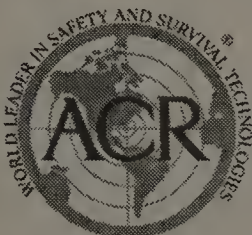
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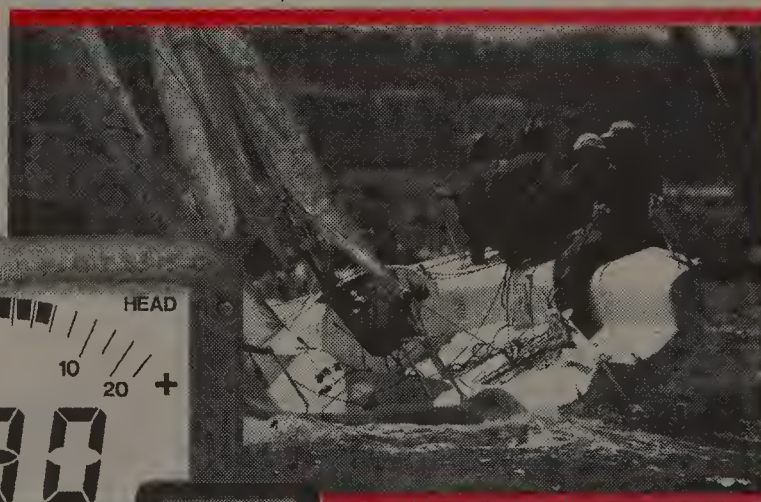
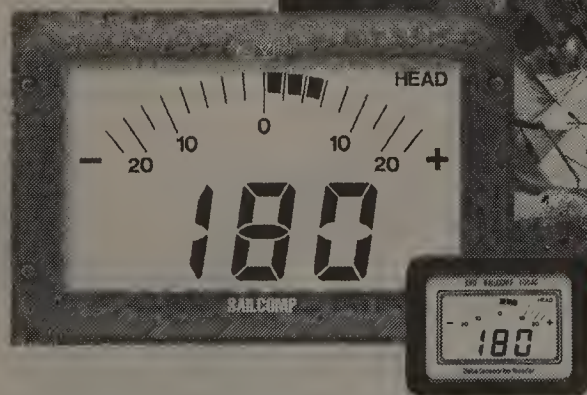
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ISRAEL — CRUISING IN THE LAND

While the peace process between the Israeli government and the Palestinians may be at a standstill, it doesn't affect cruising sailors who land on Israel's shores. On the contrary, with the addition and expansion of marina facilities throughout the country, the welcome mat is certainly out for the sailing community.

After a long sail across the Indian Ocean, followed by what many feel is the 'purgatory' of cruising — beating up the Red Sea — many cruisers have indeed knelt and kissed the ground upon arriving in the biblical Holy Land. Who can blame them? The dockside water, electricity and modern conveniences of Israel are a far cry from the bribes, insurrections, and sometimes even gunfire from rebel gunboats during the long dusty haul up the Red Sea.

In the past, the normal route for cruisers exiting the Suez Canal was to head straight for the island of Cyprus, with Larnaca and Limassol being the popular stops. Too popular, in fact. Larnaca has become especially overcrowded in recent years. A former British colony, Cyprus is a popular place for Brits (especially retired ones) to winter. In the spring, during the height of the migration from the Red Sea north, it can be difficult, if not impossible, to find a spot.

Luckily for cruisers, several new marinas have been built in Israel over the past few years, with the new marina at Ashkelon being the most popular with the cruising set. After a short overnight sail northeast from Port Said, Egypt, sailors will arrive at the new 600-berth marina. The facility officially opened with a dedication by the late Prime Minister Itzak Rabin in 1995. When complete, it will feature apartments, shops, restaurants, cafes and clubs. Ashkelon is also the first official port of entry in Israel (coming from

the south), and sits a short distance from Gaza.

As Israel's southernmost Mediterranean port, Ashkelon — the biblical city near which Sampson met his fate with Delila — is out of the way for many Israelis. For the most part, they prefer to berth their boats farther north where the action is, near Tel Aviv. Though at present a draw-back for the marina developers, this situation is a bonus for cruisers trying to avoid overcrowded marinas, yet still wanting a 'homebase' near to the many inland attractions.

Although it's only about 40 miles from Ashkelon to Tel Aviv, heavy traffic (mostly in the vicinity of Tel Aviv) can make the trip take 1 1/2 hours or more. For those wishing to travel around and in and out of Israel, however, not to worry. Due to traffic patterns, Ashkelon is actually as close timewise to both Jerusalem and Ben Gurion airport as is Tel Aviv. As for journeys south to Eilat, east to the Dead Sea, Masada and Jordan, the location is nearly ideal.

The staff at Ashkelon Marina have certainly taken a page from the book on hospitality. Manager Armand Portugaly has been an avid sailor for years and understands the cruising community. He supervises an efficient staff that not only *Sausalito's Jeff and Janet Van Klompenburg have been cruising 'Halcyon' out of Ashkelon Marina for nearly a year.*



keep the marina clean, but go out of their way to accommodate the needs of the tenants. Although the marina berths were built to be stern or bow-to tie ups, the marina is far from full. Accordingly, most cruisers prefer to side tie on the concrete docks for easy access.

At this point, the rate is one Israeli shekel per meter, per day. That translates roughly to about \$120 per month for a 40-ft boat. With electricity on the piers, running water, clean showers and bathrooms, a (more or less) full-service haul-out facility, telephones and even clean sandy beaches, it is no wonder that many cruisers decide to stay for a while. Sausalito sailors Jeff and Janet Van Klompenburg of the classic ketch *Halcyon* decided to hang out for nearly a year, using part of their stay to compile a *Cruiser's Guide*



OF MILK AND HONEY



Spread, Eilat (with Aqaba, Jordan, in background). Left inset, bargain shopping in a Druze village. Center, the 'little town of Bethlehem' has been swallowed by the 'big tourist trap of Bethlehem.' Right, the Western Wall in the old city of Jerusalem.

to Israel Yacht Services. Other Bay Area boats enjoying their stay were Berkeley-based Steve Salmon and Tina Olton's *Another Horizon* and Jim and Sue Corenman's *Heart of Gold*.

A few hour's sail north of Ashkelon is one of Israel's largest ports, and the site of another marina now under construction — Ashdod. Nearly a stone's throw from Ashkelon by nautical standards. Ashdod Marina should now be open on a limited basis with 600 berths

available. Like Ashkelon, shops, apartments, clubs, restaurants and many other facilities are part of the grand plan.

A day's sail north of Ashkelon is the marina in Tel Aviv, the first facility built in Israel and the core of the Israeli sailing community. Some transient cruisers find

of Tel Aviv's attractions. As with most of Israel, there are excellent swimming beaches adjacent to the marina. There are also limited haul-out facilities, and several chandleries and marine service busi-

nesses where a limited supply of American products can be purchased, sometimes for surprisingly reasonable prices.

At the south end of Tel Aviv is the ancient port of Jaffa. A popular tourist attraction because of the picturesque old buildings and winding cobblestone streets along the waterfront, it's still a busy fishing harbor with a limited number of berths for yachts and charter boats. Some cruisers have berthed in Jaffa in the past, and some still like the distinct Middle East flavor of the location. Facilities are limited, though. As with Tel Aviv Marina, the location is in a populated area, which can create access problems, especially for those traveling with an auto.

At the north end of Tel Aviv is the new marina of Herzliya. Boasting 800 berths for boats up to 100 feet, Herzliya is Israel's largest marina. After years of construction deficiencies and administrative problems, the marina is slowly filling up.

Since the town of Herzliya is a status address in Israel, the facility is popular with many locals for this reason alone. The centrally-located facility has clean showers, electricity and water at each berth, and ample parking for guests.

Luckily for cruisers, several new marinas have been built in Israel over the past few years.

a temporary berth at the marina and, especially of late, the staff is generally helpful and accommodating, even if the boats themselves are packed in like sardines. Being more or less in the heart of the city allows cruisers to walk to many

Future plans call for a more extensive development featuring — you guessed it — shopping centers, apartments, clubs, cafes and restaurants. At the moment, most of these services are located too far from the marina to be of much benefit to

ISRAEL — CRUISING IN THE LAND

cruising sailors without transportation.

Berth fees are figured according to a formula involving square meters and length of stay. An overnight stay for a typical 40-ft boat would run approximately \$30, but would amortize out to about \$350 a month on a yearly contract.

*There are no
signs or addresses,
just ask.*

The marina staff also offers a host of services to tenants at various rates. These include phone, fax, copies, mooring assistance, trailer parking and various electrical connections for large vessels. There were a number of U.S.-flag vessels in Herzliya when we were there, most of them of Delaware registry.

On the way north towards Haifa is Herod's ancient port city and the Roman ruins at Ceasarea. A national historic park with a Roman aqueduct along the beach, it's a must for visitors. Unfortunately, the small inner harbor cannot accommodate yachts. Rumors persist of a marina development in this beautiful location.

A short distance farther north is Haifa, situated among rolling hills. Mount Carmel dominates the landscape, and the surroundings are reminiscent of San Francisco. Future plans call for a very extensive marina development at the south end of Haifa, near the present site of the Oceanographic Institute. The facility is due to open in its initial phase January



it-yourselves — can be arranged.

Just an hour's drive north of Haifa is the ancient port and crusader fortress city of Akko. A picturesque old harbor situated adjacent to the old city, featuring an authentic *shook* (market), Akko is a must for cruisers, if only for a visit by land. A visit to the Arab quarter next to the marina and the famous *shook* will certainly be a highlight of any cruiser's stay in Israel.

For possibly the best hummus experience in the area, ask for Said's Place. There are no signs or actual addresses, just ask. You'll know you're in the right place when you find the hole-in-the wall in the midst of the *shook* that's packed to the doorways with customers. Forget

The ruins at Petra are a must-see — whether or not you're a fan of Indiana Jones.

about the other restaurants you'll see along the way, which cater mostly to tourists — if you like authentic hummus (that's about the extent of the menu), it's the only place. You can even get a container to go.

Like many of the older marina facilities in Israel, Akko is a bit crowded, and all boats are moored Med style (anchored bow, stern tied to quay). It is also a busy harbor for local fishing boats, which take nearly half the space available. There are occasionally berths available at Akko, and arrangements can usually be made for temporary guest berths. Rates are gener-



For authentic hummus, you can't beat Said's Place in Akko's Arab Quarter — if you can find it.

1, 2000. Presently, there are limited berths available for cruisers, and they are situated within the commercial area of Haifa, a very busy port. Haul-outs at the facility, and some work — mostly for do-

OF MILK AND HONEY

ALL PHOTOS JOHN SKORIAK

ally on par with Tel Aviv — that is, expensive in comparison to Ashkelon but reasonable by Bay Area standards. For those wishing to travel to the Galilee area or the Golan, it can be a good base to travel from. Even if you decide not to brave it by boat, though, Akko is worth a day's exploration by land.

Israel has some of the most efficient transportation systems in the region, especially the buses. Local buses are numerous and inexpensive. For longer distances, Israel's major bus company, Egged, has clean, modern, air-conditioned coaches that travel throughout the country. There is also adequate train service, especially along the coast route from Tel Aviv to Haifa.

Most cruisers agree that the highlight of a visit to Israel is Jerusalem's Old City, an easy bus ride from Ashkelon Marina (or about 1 1/2 hours from Tel Aviv). Noisy, crowded and full of sights, sounds and smells, the Old City abounds with history. Grab a map and guidebook, and set out among the sights. Couples or small groups may consider either joining a tour, or better yet, hiring their own guide.

No, this is not the 'Polaroid' Disney-style packaged variety. Israel's one major commodity is history. As such (and unlike many other countries in the region), all guides have to be licensed by the State, a process that does not come easy. Having

The easy life in Eilat. Charter boats like the one offshore really pack 'em in, thus the nickname 'cattle boats.'

to know as much as a history professor in order to be licensed, guides are generally worth every shekel they are paid, if not more. Within the maze that is Jerusa-

recommend the bus station across from the Old City's Damascus Gate. Highlights, especially for Christians, will be Manger Square and the Church of the Nativity. Just don't expect the humble scene you've imagined from your famous Christmas carol.

SAFETY CONCERNS

Contrary to popular generalizations about the country, especially those portrayed in the American media, Israel is one of the safest countries in the world to visit, despite the odd terrorist bombing. And, unlike Egypt, Algeria and many other countries, tourists are not the targets. Most visitors to Israel claim that they feel safer there than they do in most American cities. Having been in Israel for extended visits five times in the last seven years (including the duration of the Gulf War), I cannot think of any place in Israel itself

where a woman would be afraid to walk alone at night.

The situation in the West Bank is similar — usually not volatile but, due to the politics of the Middle East, situations do change. For the most part, the Palestinians not only want but need the tourist revenue as much as their Israeli counterparts. For travel within this area, check for current status with local authorities or various tour agencies, which abound in Israel.

lem's Old City, a qualified guide can actually save visitors time and money. Some sites — such as the much-disputed Western Wall Tunnel (not to be missed, but make your reservations far in advance) — can only be visited with a guided tour.

Outside of Jerusalem's Old City are many sites to be visited, depending upon one's religious faith, interests and, of course, time. Highlights would include the Israel Museum, the Yad Vashem Holocaust Museum and the new Supreme Court Building adjacent to the Knesset. The list is endless.

Just south of Jerusalem is the not-so-little town of Bethlehem. It's accessible by bus from just about anywhere in Jerusalem. Visitor guides suggest several routes, but *Inertia's* Dan and Renate

Cruisers who winter over in Israel may consider the pilgrimage to Midnight Mass. Bethlehem, which means "house of bread" in Hebrew, is now under Palestinian control, as are many other biblical towns and cities in the West Bank area. Among those within a short distance from Jerusalem are Jericho, to the east, and Hebron to the south. Neither of these towns are accessible to tourists unless they're part of an organized (and supervised) group.

Another popular destination is the Dead Sea and the nearby fortress of Masada. The Dead Sea, the lowest point in the world, features many spas, which have become very fashionable. The nicest area is around the oasis of En Gedi. Camping on the beach is permitted nearby.

At Masada, in 73 A.D., a small cadre of Jewish patriots in a mountaintop fortress held out for months against the Roman army, then killed themselves rather than surrender. Back then, the Romans actually had to build a huge earthen ramp to reach the top. Today, there are two ways to get up, by cable car or along the footpath trail. Unless the weather is especially hot, the latter can be accomplished by any reasonably fit person. If your time schedule is short, take the cable car. Masada is a popular place for Israelis and, especially, Jewish Americans to have their Bar Mitzvahs. Avoid the crowds (and heat) by going up as early as possible. The base of the fortress has a plethora of shops and



ISRAEL — CRUISING IN THE LAND

services but there are no facilities at the top. Bring plenty of water.

While heading south, it's a few hour's drive to Eilat, the mega-resort on the Red Sea. Cruisers who go all the way up the Red Sea can berth temporarily at Eilat,

Sharem-EI-Shek to the famous reefs at Ras Muhamoud, a total distance of about 220 miles. A shorter side trip is St. Cath-

ISRAEL MISCELLANY

— Uniformed soldiers, both men and women, are almost everywhere in Israel. This is not because the country is in a state of war, but because everyone who reaches the age of 18 must serve in the armed forces — men for three years and women for two. In addition, men are obligated to one month of reserve duty every year until the age of 45. Israel, however, is not a militaristic country. (There are no 'militias' as yet.) Although defense is taken seriously and soldiers, police and security personnel carry firearms, crimes or incidents involving guns, especially handguns, are extremely rare.

— Many areas and sites in Israel, especially Jerusalem, are sacred to various religions. It's in very poor taste to visit these areas in cutoffs and tank tops. Israel is a modern state in the Middle East — shorts and T-shirts are generally okay, but dress throughout the region with a bit of respect.

— Israeli currency is based upon the NIS — New Israeli shekel — which exchanges at about 3.5 to the U.S. dollar. Money can easily be changed almost anywhere, and most banks have ATM machines that can dispense shekels with any standard U.S. ATM-type card.

— Israel's main industry is tourism. As such, the country is well accustomed to visitors from all over the globe, all walks of life, and nearly all religious faiths. A favo-rite resource with the budget travel set, and highly recommended by cruisers Dan and Renate Connors of the Bay-based *Inertia*, is *Lonely Planet's Guide to The Middle East*. Since most cruisers travel 'backpacker' style, the *Planet's* pages offer a wealth of ideas and information, especially for first-time visitors.



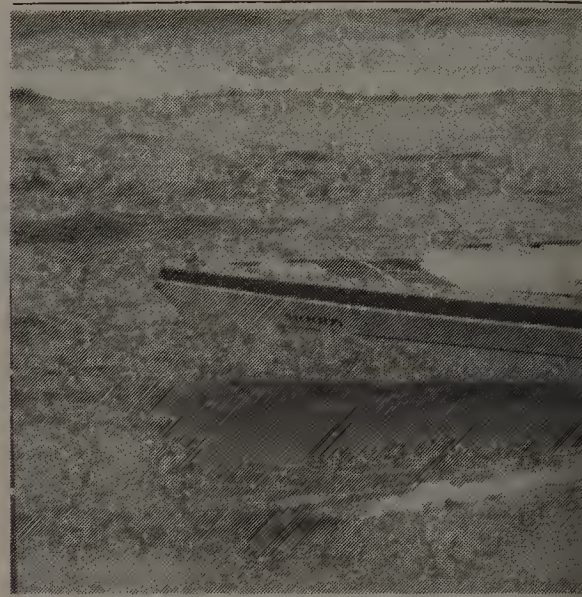
but spaces are few and far between.

Most cruisers visit Eilat by land, but even then it's tough to find cheap accommodations, as it's crowded with tourists all year long. There is one 'hostel' supposedly available for under \$50 per night for a double. As in most of Israel, it's hard to find a bargain on hotel rooms.

Despite these inconveniences, Eilat continues to charm visitors — diving in the surrounding area is world-renowned — and the city is an excellent hopping-off point for further explorations. The Egyptian Coast of the Sinai is well worth a visit from here. Cross the border at Taba, then head south to Neulba, Dahab and

erine's Monastery in the Sinai mountains, the site where, according to legend, Moses received the Ten Commandments.

With the signing of the peace treaty between Israel and Jordan less than three years ago, Jordan, and especially Petra, has become inundated with tourists. Fans of the Indiana Jones movie trilogy will recognize Petra as the supposed resting place of the Holy Grail in *The Last Crusade*. The *Lonely Planet Guide* calls the place a 'must' for any visitor to the Middle East and they're right. Don't expect any solitude here, however. The ancient city



carved out of rocks on a high plateau in southwest Jordan, not far from the border with Israel, is now wall-to-wall with buses carrying hordes of tourists from all over the world.

If you want to stay nearby, a reasonable hotel room can be had in Aqaba, Jordan, across the border from Eilat. Some cruisers prefer to stay at Petra itself (the actual town is called Wadi Musa). At the present time, there is no longer a bus from Eilat to the Jordanian border just a few miles away, so you'll have to take a taxi.

Exit visas from Israel and entrance visas to Jordan will set you back nearly \$50, but if you think that's expensive wait until you get to Petra itself, where the entrance fee is \$30 per person. Unlike many of the sites in Israel, which are all administered by the State Department of Antiquities and are carefully marked with legends and maps in at least three languages, information is scarce among the ruins in Petra. Although the various sites

Fresh food of all kinds is available at a shook. Some of them are huge.



OF MILK AND HONEY



Don't disrespect the Med. This inattentive boater missed the entrance to Tel Aviv by only a few boatlengths, despite a working GPS.

are decked with wall-to-wall souvenir stands and donkey rides, there is precious little (free) historical information available, other than the odd trail marker.

If possible, try to visit in the early morning or stay until late afternoon, when

\$20 per couple for the four-hour round trip, with over five hours spent exploring Petra.

Aqaba itself is more or less a Middle East version of a border town. The city, Jordan's only port (on the Red Sea), is adjusting to the influx of tourism. As with most Arab countries, everything, including hotels, food and services, is open to

Eilat is straight north along the Dead Sea, then north through the Jordan Valley to the sea of Galilee, or, in Israel, the 'Kinneret'. This is a popular destination for many Israelis, and can be quite crowded during holiday periods. The ancient Roman city of Tiberias is a popular stop, as are the Christian sites along the Sea of Galilee. Further north into the Galilee, there are many picturesque towns dotting the countryside, including the biblical town of Nazareth. Like Akko, there are some great Arab restaurants here.

Another attraction is the town of Zafed, where religious mystics live side-by-side with artists in old stone buildings and houses dating back centuries.

Further north one enters the Golan, with many Druze villages in the mountains. The Druze are a Moslem sect that dominate parts of northern Israel, southern Syria and Lebanon. Unlike the Palestinians, whose land was also occupied after the 1967 war, the Druze are very loyal to Israel, and unlike Israeli Arabs (Israeli citizens who are either Moslems or Christians), the Druze serve in the Israeli army, where they are known as some of the best and bravest soldiers.

Bus tours through the more remote areas in the north are more difficult to arrange than the populated areas, but certainly not impossible. Couples or small groups of cruisers can often get a very competitive deal by renting a car in Israel. All the major companies are here, and some local ones as well, especially Eldan, the largest of the Israeli companies. If rates are booked through Hertz and other

With the signing of the peace treaty, Jordan has become inundated with tourists.

the crowds have thinned out and the light brings out the beautiful rose-red glow in the stone walls. For those interested in finding out more, *Inertia's* crew recommends the book *Petra, A Traveler's Guide*, by Rosalyn Magsood. It's available at a book shop near the cruising crowd's favorite place in Petra — the Sunrise Hotel.

How to get to Petra? Assuming that you're not part of an organized tour, and you are entering Jordan at the border near Eilat, the easiest, most convenient, and perhaps (if you consider time a valuable asset) cheapest route is to bargain for a taxi from Aqaba.

Once over the border from Eilat, the standard rate for a taxi a few miles from the border into Aqaba is \$6, including passengers. Rates from Aqaba to Petra will be quoted anywhere from \$ 25-50, depending upon the taxi, the time of year, time of day and, in general, whatever the traffic will bear. Nearly half the vehicles in Aqaba seem to be taxis, so look around. Some cruisers opt for the bus, which is cheap but takes a great deal longer and doesn't always return the same day.

The taxi rates are always based upon the car, not per person. We split a cab with a Norwegian couple and paid about

bargaining. Some budget hotels are available and food is reasonable. Eat in cafes with the locals, and drink bottled water. Though substantially less sanitary than Israel, we never heard of any problems



Junior sailing program at Tel Aviv Marina. The boats are 470s and Lasers.

about visitors getting sick.

After the Petra experience, most cruisers are ready to head north to the cool, quiet landscape of the upper Galilee and the Golan Heights. The best route from

companies a week or so in advance (especially through the U.S.), the rates can be very competitive.

We recently rented a Hertz four-door economy car for about \$22 per day, including mandatory third-party liability and unlimited miles. Rent with a Gold

ISRAEL CRUISING



Card, decline the CDW (collision damage waiver), then add the mandatory \$8 per day third party. After discounts (in this case, AAA @ 15%), the rate was less than \$25/day. Form a group, decide on a plan, and go for it. Israel is a small country.

Masada, site of the world's ultimate 'last stand.'

Drivers who are used to California, or the west in general, will have no problems covering the distances. The roads are

mostly good, and the local drivers not much worse than the average Bay Area yuppie with a BMW.

Most cruisers will indeed feel welcome in what the Israelis themselves often refer to as the '51st state'. Most locals speak some English, and directions and signs are generally in English, Hebrew and Arabic. Although with recent waves of immigration the character of the country is undergoing changes, native-born Israelis, called 'Sabras,' are for the most part wonderful people. And despite what they may say about their country, they are fiercely devoted to it.

Finally, don't forget that everything (including transportation) is closed on Saturday, bagels are not the national food (sunflower seeds are), and when its time to move on, remember that Israel is within a few days' sail of some of the best cruising grounds in the world — Cyprus, Turkey and Greece. *Shalom!*

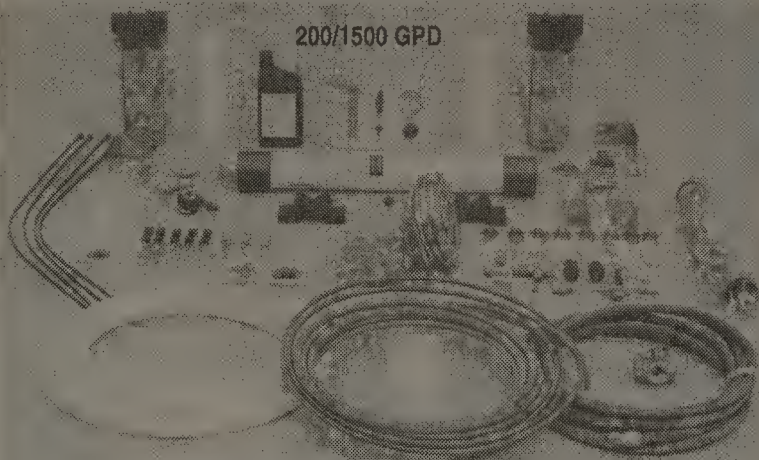
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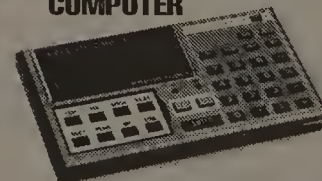
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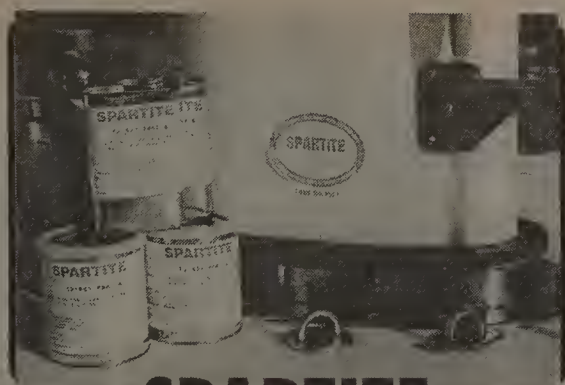
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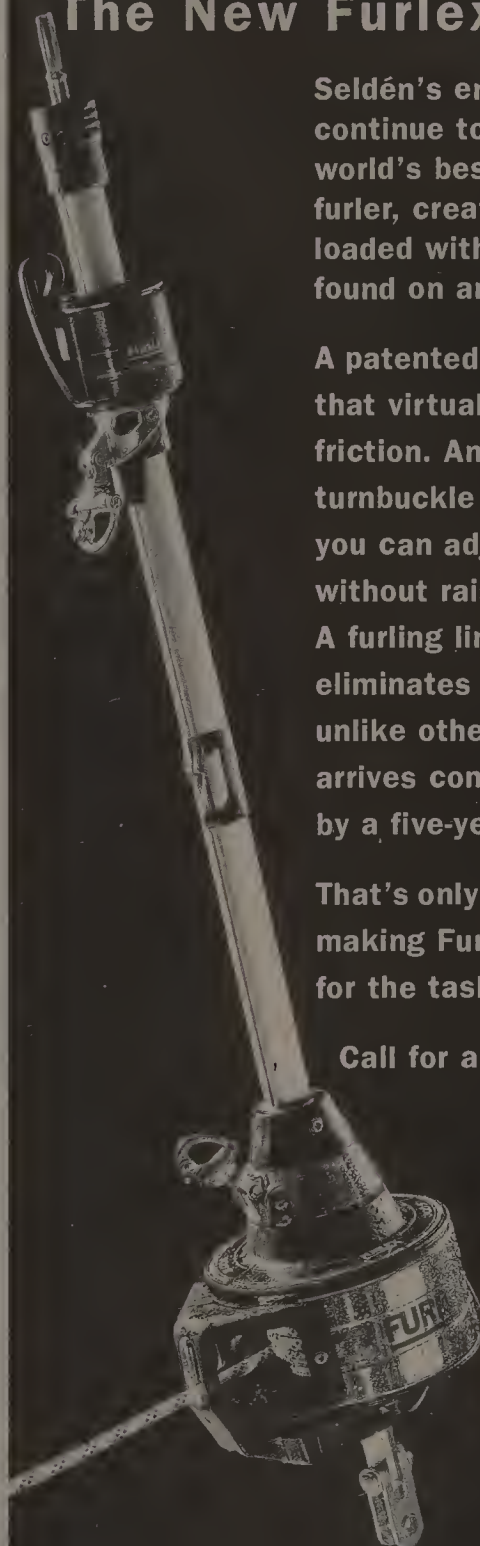
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MAX EBB

A few weeks at the Sacramento office is not my idea of fun. Too close to justify a hotel room, too long a commute to get back to the Bay before sunset. And too hot up there to enjoy whatever it might be that the Central Valley has to offer. But after several days of totally miserable commuting by car, I figured out how to beat the system. The train!

Amtrak, as it turns out, has brand new equipment on the 'Capitols' line to Sacramento, and runs a reasonable commuter schedule. It's a pleasant ride that takes just over two hours. Longer than driving, but there are advantages: Because the trains are almost never crowded, I can stake out a four-seat table and set up shop on the upper deck. I complete this temporary office with a company-supplied laptop computer (complete with a couple of extra battery packs) and a cell phone. And on the way back I usually bring a take-out Chinese dinner. Never in my entire professional career have I been so productive!

I usually choose the left side of the train, which puts me on the north and west side in the morning and the south and east side in the evening, thereby keeping the sun off my computer screen.

But one day the 5:45 out of Sacramento was more crowded than usual, and I was forced onto the starboard side for the return trip. Only a minor inconvenience — but if the train fills up any more on the way back, I thought to myself, I'd loose my nice private rolling 'office.'

All was well until the stop at Martinez. That was when I noticed a young woman on a bicycle pedalling at top speed toward the station. But she was on the right side of the tracks and the train was boarding on the left, where the station house was. I didn't give any more thought to her plight, turning my attention back to the proposal on my computer screen.

A minute or two later the train began to roll out of the station, with only a few additional passengers, fortunately. One of the them was the cyclist. I looked up when I heard heavy breathing — she was thoroughly winded from her sprint to catch the train — and when she took off her helmet our eyes met.

"Lee!" I said, and immediately regretted the outburst. If I had buried my face in the computer she might have gone by without recognizing me. "Imagine running into you, of all people, on the train from Sacramento!"

"For sure," she gasped. "Didn't think I'd make the train for a second there — had to go off-road to get around to the

doors, but my bike does okay on roadbed ballast and railroad ties."

Lee Helm is a naval architecture graduate student at the local university. I enjoy exchanging ideas with her, but I could forget about getting any work done for the

With 'hangover regattas' catching on, some owners are already putting in ringers. With pros like this on the circuit, what chance do the rest of us have?

rest of the trip if she didn't find an empty seat someplace else.

She could see that my work was spread





unlikely port of Martinez, by land, on a summer evening.

"Trail riding with some friends from school," she explained, eyeing my little carton of garlic eggplant.

"Help yourself," I offered, passing her

"They're afraid of losing the crutch that their alleged fast boat gives them, or they're afraid of losing the excuses that their slow boat gives them."

the other set of chopsticks sealed in paper.

"Thanks!" she said enthusiastically, and after taking a long drag from a bicycle water bottle she attacked the dish.

As she ate, I explained my temporary commuting ordeal, how well the train was working out, and how the great thing about a long Amtrak commute was ALL THE WORK YOU COULD GET DONE because NOBODY BOTHERS YOU. . . unlike at the office.

She agreed with me heartily as she gulped the remainder of my dinner.

The tracks from Martinez to Richmond follow the waterfront, running right along the edges of Carquinez Strait and San Pablo Bay. It was high tide, and the water was practically lapping at the wheels of the train.

"Totally awesome view," noted Lee. "I mean, we usually only see the reverse angle, during the Vallejo Race."

We went around another bend, and spread before us were at least 20 sailboats, obviously racing up the strait.

"Must be Benicia's beer can series," I said.

"No kevlar," observed Lee. "Definitely a weekday evening fleet. Looks like a tight race, though."

"You know, that's the one thing that's not working out with this Sacramento assignment," I said. "I'm getting home too late for the evening races, even on Friday."

"It doesn't interfere with your YRA schedule, does it?" asked Lee.

"No, but I think if I had to choose, I'd take those Friday night races over YRA. I just seem to enjoy them more. And the strange thing is, sometimes the level of competition is higher, too — despite the organizers' best efforts to stick to an 'entry level' format."

"Race formats evolve in unexpected ways," she said. "In the Friday night races that I usually do, it took a few years to get the roller-furling and non-spinnaker allowance dialed in. They ended up at 12 seconds per mile for RF and 18 seconds per mile for non-spin, which means that on a windy day a boat going non-spin actually has a chance, and they even win

once in a while."

"In my fleet it's rare for any really competitive boat to enter with a non-spinnaker rating," I added.

"For sure, but in this case they do something very unusual that's worked out like, surprisingly well. You can declare non-spin after the race, at the finish line — the signal is to wave a lifejacket at the RC as you cross the line. That means you didn't hoist a chute during the race, and you get the credit."

"Doesn't that violate one of the fundamental principles of handicap racing?" I asked. "Handicaps are supposed to be known and published in advance of the race!"

"It's not a rule carved in stone, Max. It's like, one example of a non-standard race format that improves an event. Because most of the boats race with pickup crew of variable cluefulness, and because it can be very windy where we race, sometimes even a hot boat opts for non-spin. And a newbie boat that normally doesn't want to race with a chute can change their mind if it goes light, and not have to suffer a long slow run back to the finish with only a jib. I mean, think it through — it's not like it's a mystery to other competitors which boats are going non-spin on any given race."

"Might work. But I think what I like most about my Friday night series," I said to Lee, "is the low stakes. That's more important than being attractive to entry-level racers, which there don't seem to be that many of anyway."

"For sure. Low stakes design is another thing they do right. No series score except a 'horse race' style scoring, which means that only first place counts. So for the majority of the boats there's no 'series standing' to worry about, and they don't even charge an entry fee. No reason at all to be out there unless you really feel like being out there that night."

out over the entire table, and my briefcase and a stack of file folders occupied the two opposite seats. But she plunked herself down next to me anyway, throwing a small backpack next to my files. I asked what business brought her to the

MAX EBB

"What do you think of rabbit starts?" I asked.

"It's become the tradition at some venues, and even for some big serious one-design classes like the five-ohs. Not my choice, because starts are fun. But it shows that it's perfectly okay to chop off part of the game, and it doesn't really diminish the value of the rest of the game."

We watched the leaders of the Thursday night Benicia fleet round their windward mark.

"Looks like a good test of skill out there," I said. "Although I bet there are some boats that win on ebb tides and some that win on floods. Bet it would be a good application for time-on-time handicapping."

"Maybe," said Lee. "T-o-t and t-o-d both have their strengths and weaknesses."

"I'll hold out for time-on-distance," I said. "I like being able to put a watch on a competitor and know exactly how I stand."

"Actually that's easier to do with time-on-time," Lee countered. "All you need to know is how many seconds per hour you owe or get from another boat, and you get instant standings for that point in the race. With t-o-d you have to figure out the intermediate distance."

I was ready to debate this point further, but Lee moved the subject along to something more interesting.

"My favorite is distance-on-distance. Each boat sails a slightly different length course depending on rating. They only do this in a couple of places in the world, but the idea is to give the faster boats a longer course. That way everyone's affected equally by changing conditions, and the finish is boat-for-boat."

"Of course the only way to really test sailing skill and not boatspeed is to race one design," I asserted. "Except that we all know how impractical that can be for an average club fleet of multi-purpose boats of various types and sizes."

"But like, even in a one design fleet there are big differences in boat condition. The purest test of sailing skill is not one-design, it's round-robin. You know, where you switch boats between races. No excuses in those fleets."

"Okay, I see your point. But that's for frostbite fleets and college racing. You can't have a round-robin event if all the boats are different."

"Sure you can," said Lee. "Round-robin handicap works fine. But very few skipers seem to be interested in that format — they're afraid of losing the crutch that their alleged fast boat gives them, or



... But seriously, folks, most race organizers will at least listen to new, fun suggestions about how to equalize unequal boats. Got any ideas?

they're afraid of losing the excuses that their alleged slow boat makes available to them. I mean, how would it look if you

got your clock cleaned when you're driving the boat that's the season champ?"

"I guess it all depends on what set of skills we really want to measure out

ABERRATIONS FROM 'NORMAL' RACE FORMATS

there," I said. "Some people want to test their abilities as sailors, and some just want to show that their boats are faster."

"Now you're catching on, Max. That's why so many alternative race formats are gaining popularity, compared to the standard around-the-buoys stuff. Look at Three Bridge Fiasco: It's one of the most popular races on the Bay. Pursuit format, with a boat-for-boat finish. That's a major aberration to 'normal' handicap racing right there, but it's always been very popular. And it only works with time-on-distance, by the way. Then the short crew. That tests the ability to sail a boat way below its designed crewing level, especially for the bigger boats. And the really weird course, any order, either way 'round, with parking lots on every leg. What does that race really test?"

"Luck?"

"If by 'luck' you mean 'good local weather strategy' then yes. Anyway, the racers keep coming back."

During this whole conversation, a passenger across the aisle from us appeared to be listening in. Another Sacramento commuter, wearing the same business commuter's uniform that I was.

"I hear what you say about races that test different skills," he finally broke in.

Under normal circumstances an interruption from an eavesdropper might seem impolite. But sailors have an uncanny ability to detect and track a single sailing-related comment, even in the most crowded dining room, bar, or railroad car. So naturally we expect any other sailor within range to join in, invited or not. It would be poor etiquette not to.

"Years ago when I was a sailing instructor at a camp," he continued, "I always tried to come up with weird races that would give more kids a chance to win."

"You mean like the Le Mans start?" asked Lee. "I've been in a few of those."

"The Le Mans start was always a favorite — but it was hard on the rigging," he said. "And starting position on the dock became critical. But my best contest was one that I called the 'Three Jib Fiasco.' We used small sloops. Each crew got three jibs, but no mainsail, and they could rig them any way they wanted."

"Well it's obvious where to put one jib," I surmised, "but what did the winners do with the other two?"

"You wouldn't believe what they came up with," he said. "And I also tried to do a

... *THAT USUALLY WORK*: match racing, team racing, rabbit starts, time-on-distance time handicapping, vintage boats, round-robin in dinghy fleets.

... *THAT SOMETIMES WORK*: Pursuit racing, "Interesting" courses (Three Bridge Fiasco, South Tower Race), crew number limitations (single and doublehanded), crew gender limitations (women driver, mixed doubles, Jack & Jill), crew performance index, round-robin in big boats, scoring innovations (horse race or other custom scoring system), after-the-fact non-spinnaker allowance, roller furling and dacron sail allowance, level-sum team racing, distance-on-distance handicapping, design-and-build-your-boat-on-the-spot race (lots of fun, but...), unusual sail limitations (Three Jib Fiasco).

... *THAT USUALLY DON'T WORK*: Le Mans starts (trashes the boats), 'no rules' races (trashes the boats even worse), use of old racing rules for old boats (no-one knows how to use them), 'no ratings' mixed-fleet races (how can you tell who won?), golf handicap systems (racers aren't happy racing against themselves), hangover race (painful, very painful...).

lot of team racing, to mix the fast kids with the not-so-fast kids, to get some teamwork going. Trouble with that is you need 8 working boats to have a good 4-on-4 team race, and we usually didn't have that many. With 3-on-3, the team with the winning boat almost always wins."

"There's a trick to get around that," said Lee. "Instead of a 1/4 point bonus for first, try 3-on-3 with a 1/4 point penalty for last. It like, destabilizes the scoring very nicely. Then the most important strategy is to keep your teammate out of last place, so the leaders are always going back to help."

"You're right!" he said after thinking for a minute. "Wish someone had suggested that to me years ago."

"At my club there's some interest in team racing in big boats," I said. "Especially since we want to go after that inter-club team racing trophy this fall. But it sort of loses its meaning when the boats aren't one-design. I know they have teams competing in the Admirals Cup and Kenwood Cup, but that's all just done in scoring — no real team tactics as far as I can tell."

"Right," agreed Lee. "But in one club they're trying to make something called 'level-sum team racing' work. That's where the sum of the ratings of all the boats on one team has to be above a certain number. Last year, for example, the PHRF ratings of all three boats had to add up to 500 or more. A team could have three boats with any combination of ratings that met this requirement, and the finish was boat-for-boat."

"How does that work out in practice?" asked the other passenger.

"They start the slow boats from each team first, so that they can do some covering and blocking when the big boats try

to pass," Lee explained. "But so far the dirty team racing moves that they're trying to encourage haven't really materialized. This year they say they're going to start all the boats together, and give the fastest boat from each team a longer course to keep them mixed up."

"Should be interesting," I said. "Wonder if the instructions have been finalized yet — we should get our team's application in."

"I can find out," said the passenger, and he proceeded to take his own computer out of his briefcase. Except this computer had a small antenna attached to the back, and in another minute, thanks in part to Lee's good memory for URLs, he was at the web site of the host club.

"October fifth," he said. "And yes, all boats start together this year."

"What's the magic number for the sum of the ratings?" I asked. "500 again, or are they going to lower it a bit to get more faster boats?"

"That should be right here..."

But just then our train entered the only tunnel between Martinez and Richmond, and he lost contact with his ISP.

While he tried to regain the connection, I asked Lee what she thought of handicap systems that vary the rating depending on individual performance, like golf handicaps.

"They tried that a few years ago," she said. "It wasn't popular. With a lot of work it can be made to seem fair, but it's not really how most racers want to be scored, even the newbies. They want their boats to be rated fairly, and lots of them complain when they think their boat doesn't get a good rating. But that's different."

"One variation they're trying at the club I race with now," said the other passen-

ger, "is a kind of golf handicap for crew."

"How does that work?" we asked.

"The boats are scored the usual way, straight PHRF. But the crew performance committee — which is a group that sprung up independently of the regular race committee — keeps track of which boat each crew sails on in each race. Since the crew tend to jump around from boat to boat, this is a lot of work. Once they have this data they run a simple algorithm to correlate relative boat performance with crew on board, and rank the crew accordingly."

"I like it!" said Lee.

"It's become very competitive among the crew, with the practical result that the best crew are looking to sail on the boats with the worst records — because a crew gets the most points by jumping on a slow boat and helping it come in with a good finish."

"Sounds like a good thing," I allowed.

"It's the only form of 'golf handicapping' that doesn't have the effect of diminishing the value of the main event," he said.

"My all-time favorite race format," said Lee, "is the races where you design, build, and race a boat all in one day. They had one like that right on the Estuary this summer. Actually the hull designs were constrained for this particular event, but rig and foils were wide open. They were building creditable boats from scratch in under three hours!"

"And I thought the Master Mariners were crazy," I responded.

"Although, to do it right, Master Mariners really should use an appropriately archaic version of the racing rules."

"You wanna talk crazy?" said Lee. "One club has a 'Commodore's Ball Hangover Regatta.' What they do is measure your blood alcohol the night before, during a specified time interval towards the end of the party. Next day for the race, you get a rating credit based on blood alcohol content — I think it was BAC percent times 400 to get seconds per mile of credit. So the legal limit, 0.08%, translates to 32 seconds per mile. And like, you also have

to sleep on your boat that night to qualify for the race. So it keeps racers off the streets."

The sun setting behind Mount Tamalpais formed the backdrop to this conversation, at least until the tracks turned inland from the shore of San Pablo Bay toward the Richmond station. Our new friend, as it turned out, was an avid bicyclist and also something of a train aficionado, and he was full of detailed information about railroad operation. By the time Lee got off at the Berkeley station, the two of them had cooked up a design for a device that would allow them to ride road bicycles on railroad tracks.

"Just think," she fantasized, "smooth steel rails to ride on, no steep hills, direct routes through some of the most beautiful countryside, and best of all — no cars!"

I didn't ask her about tunnels and bridges.

— max ebb

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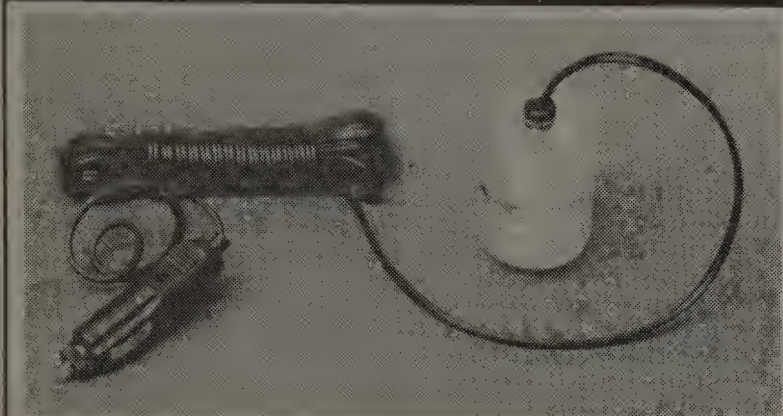
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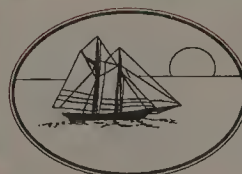
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MEET THE FLEET

Talk about a mass migration! The way people are heading off onto the wild blue ocean, you'd think there was something *wrong* with grinding away in the rat race.

There are so many entrants in the Baja Ha-Ha this year — over 160 boats — that we're forced to give you these mini-profiles in three installments. (*Entrants take note: if you don't get your info and photos in pronto, the Poobah may sabotage your handicap.*)

In addition to the October 28 start date there are at least three key dates which should be boldly noted on every Ha-Ha'er's calendar. First, we encourage one and all to attend *Latitude 38's Crew List Party, Monday, October 6* at the Encinal Yacht Club in Alameda — you'll meet other Ha-Ha'ers as well as the Grand Poobah, Donna de Mallorca and Andy, the royal scribe.

On Sunday, October 19, Downwind Marine will host a Pre-Ha-Ha BBQ for all entrants at their store in San Diego.

Then, Sunday, October 26 West Marine Products will host the Ha-Ha Kick-Off Party and Pre-Halloween Costume BBQ at the Cabrillo Isle Marina. Don't forget your costume!

And now. . . the Ha-Ha Class of '97:

Adventurous — Beneteau 351

The Angetsingers — Anchorage, AK

The Angetsingers — one a retired CPA and the other a retired lawyer, they didn't

owned their Beneteau for three years and have made the passage from Seattle to Seward and back.

Their post Ha-Ha plans are to cruise the Sea of Cortez — where the weather is about as different from Alaska as possible — for an indefinite amount of time.

Albion — Kelly-Peterson 46

Steve & Eileen Price — Oceanside

We don't imagine they'll be many dull moments aboard *Albion*, whose crew ranges in age from six to 69. These include Steve and Eileen, their young son Collin, Steve mother, Steve's nephew, Steve's ex-wife, and Eileen Busch — who is no relation to either Steve or Eileen. A tip of the *Latitude* cap to Steve, his ex-wife, and his current wife, for all being able to sail together. We thought only people from Marin did stuff like that.

Electronic engineers, the Prices own PME. They've both sailed from Newport, R.I., to St. Martin in the Eastern Caribbean, as well as to Ensenada and the Channel Islands.

Can you believe they've requested additional handicap time because, "Steve's 69-year-old mother won't bake bread if the boat is heeling more than 10°." Well, the Grand Poobah can, and he just awarded them an additional six seconds per mile. Unfortunately, the Prices didn't include a photo with their entry form, so the Poobah had to dock them six seconds a mile. So it was just a wash.

"If our company will leave us alone," say the Prices, "we'll sail the boat back to California ourselves. If not, we'll have to hire a captain and crew."

After You — Spindrift 43

Dave & Bobbi Dickey — Milpitas

Dave, 62, a retired physicist, and Bobbi, a retired real estate broker, decided to join the Ha-Ha "because we were going to Mexico anyway." Talk about your ringing endorsements!

Dave's been sailing Northern California waters for 47 years, which gives him 45 years more experience than Bobbi — but we're sure she'll do fine.

Spending four months in the Sea of Cortez sounds like a good post Ha-Ha idea to the Dickeyes, but they're not making any plans until they get to Cabo. This is wise, because the Sea isn't the place to be in January and February — unless it's as mild as it was last winter. In any event, nobody should plan on swimming in the Sea again before March.

"We may never get home, unless



around the Pacific," the Dickeyes awkwardly conclude. We're pretty sure we know what they mean, and it sounds good to us.

Alcyone — Wauquiez 38

The Shannon-Garveys — Seattle

Colin, 57, an engineering manager retired from Boeing, and Patricia, a business analyst retired from Boeing, are rarin' to go despite their limited ocean sailing experience. "What a relief to retire, to stop working on the boat, and finally go sailing!"

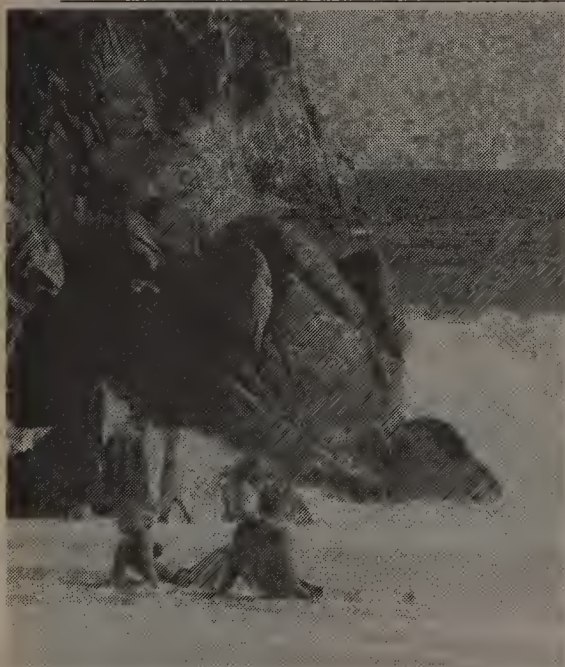
Colin, the captain, and Patricia, 'the admiral', requested time allowance because of the weight of the poetry books they'll be carrying. The Poobah grants them a whooping 12 seconds — provided they give a brief reading during the beach party at Turtle Bay.

After the Ha-Ha, the Shannon-Garveys plan to spend three years sailing to the Med — including fooling around in the French Canals — then back across the Atlantic to the Caribbean. What a great plan — as long as they give themselves time to acclimatize to the cruising life.

Alegria — Valiant 32

Patrick & Laura Melendy — Berkeley

Patrick, 32, quit his job in sales man-



Why are all these folks heading south? To get to the sunny beaches of Cabo, where the water's in the 80s, fish are abundant and beer is icy cold.

specify who was which — have been sailing for seven and three years, although they again didn't specify which. They've

— BAJA HA-HA IV, PART I



Remember hearing tales of rugged pioneers heading west in Conastoga wagons, their eyes ablaze with excitement and their dreams filled with wild adventures in mysterious new territories? You might say the ever-increasing exodus of cruising sailors is a '90s adaptation of that same bold spirit. But unlike those early sod-busters, these water-borne travelers are carrying enough high-tech gadgetry to fill a Third World electronics store and nearly all the creature comforts of home.

crossed the Atlantic twice and then sailed up to Mexico — 10 years ago. They spent the first four years rebuilding her, and are now ready to enjoy 'the fruits of their labors.'

Skipper Funk, a two-year-old pup, will be along as crew.

Alpha Carina — Beneteau 440

J. Matthews & Anh Ngo — Milpitas

All we can tell you about James and Anh — what a great name — is that they're in their mid-40s.

Amazing Grace — Islander 38C

B. Lundstrom & J. Glassman — S.D.

Bob, a 54-year old diesel mechanic, and Judy have owned a total of seven boats, three of them power and four of them sail.

Unlike many Ha-Ha'ers, the couple have a specific cruising goal in mind. "We're off in search of the perfect Mexican bagel and we won't return until we find it!" "Plans?" "We don't need no stinkin' plan — other than to find that bagel." We think Robert, Judy, and Mexico are going to get along just fine.

Max, the couple's 10-year old "whiny cat", will be the fish-taster and lap warmer. Whining, of course, is prohibited during the Ha-Ha. The Poobah, however, will make an exception for small pets.

Amola — Newport 41

Tom & Yvonne Gaines — Alameda

Tom, 51, has a career in explosives ("Boom!") research while Yvonne is a San Francisco city planner. If The city ever blows up, these two are going to be the

agement, while Laura left the PhD program at UC Berkeley to take an extended cruise. If you have reservations dropping out of UC Berkeley, Laura, remember that the Poobah did the same thing. Then he moved on to a not-very-lucrative career as a street artist on the streets of San Francisco.

The couple, whose offshore experience consists of sailing from San Francisco to San Diego, plan to spend some time in the Sea of Cortez before heading south to the Galapagos, Marquesas and other islands.

In most cases, the older folks aboard a boat are the owners and the youngsters are the crew. Not so aboard *Alegria*. The Melendy's Ha-Ha crew includes Kim Zimmerman, 45, and Ed Paul, 42.

Allure — Santa Cruz 50

Charles Jacobson — Pebble Beach

Jacobson, a retired investor, has been sailing for 30 years and has owned *Allure* for 13 of those. After three TransPacs, three Swiftsures, and 12 Mexican races, this will be the boat's first cruise to Mexico. With all that experience, no wonder Jacobson looks to the Ha-Ha as being, "A piece of cake." The navigator will be Harvey Kilpatrick, who has done all the significant races aboard *Allure* as well

as TransPac and such aboard other boats.

If Jacobson and Kilpatrick get the competitive itch, they'll be able to match up with another Santa Cruz 50 that has a long race history, Rolfe Croker's *Hana Ho*. Both the 50s have been modified for cruising, however. *Allure*, for example, will be sporting an ice machine, roller furling headsail, four cases of wine, a BBQ, and a shower. Imagine, a shower!

Allure will return to Monterey following the Ha-Ha.

Altair — 37-ft Custom Steel Russell & Marta Funk — Seattle

The Funks, 41 and 40 respectively, are taking three years off from their careers. He's an electronic tech, she's the owner of a leather yacht interior shop. We didn't realize there was that much call for leather yacht interiors outside of San Francisco.

The couple bought *Altair* — which had



'Altair', shown here at her sunny berth in Cabo San Lucas last winter. Er... ah... make that at her snowy berth in Seattle.

prime suspects.

Tom and Yvonne are listed as co-skipper of *Amola*, a boat the Poobah remembers from cruising in Mexico 15 years ago.

MEET THE FLEET

"Enough weight has been added," the couple reports, "so that our boat's sheer and boot stripes almost touch." Do stuff like put two televisions aboard a 41 footer and that kind of thing will happen.

While the Gaines have limited offshore experience, crew Baird Lloyd Nuckolls has sailed to L.A. five times, from the East Coast to the Bahamas twice, and from Hobart, Tasmania to Melbourne, Ozstralia. "She's a pastry chef," report the Gaines, "and we have to keep the boat flat when she's cooking." We've heard that one before haven't we?

Aria — Grand Soleil 37

Dan Cal. — Tiburon

Dan did the Ha-Ha last year with the same boat. He may not have a very good memory, because he's going to do it again.

Atalanta — Farr 58

Ray & Janet Lotto — San Francisco

It will be mostly a family affair for the Lottos. Ray, a 60-year old developer-contractor, will be accompanied by his wife Janet, son Beau, daughter Krista, and friend Sara Downham.

Ray and Janet sailed from Annapolis to the Med and back to California in the early '90s aboard the Baltic 42 *Hypathia*. "Being novices, our two trips across the Atlantic were serious," they report. "This trip will be for fun!" Those of you ocean cruising for the first time please note, it takes time to get comfortable on the ocean.

"We'll be buddyboating with a group of friends from the St. Francis YC," the Lottos continue, "and we'll enjoy stopping to smell the sea air. Besides, our boat loves the open ocean and she's been sitting still in her berth since we got back from Panama in '93."

After two months in Mexico, *Atalanta* will return to the Bay Area.

Bad Boy — F-28 Trimaran

Gary Helms — Alameda

A yacht broker in Alameda, Helms has been sailing for 20 years. Last year he won his division in the Singlehanded TransPac, and he's competed in countless other offshore events — including last year's Ha-Ha.

Helms is actually unsure of his ride for this Ha-Ha. He may take the F-28 tri, which he owns in partnership with Casey Cadwell, a sailing buddy for more than a decade. On the other hand, he and another boat partner may take a comfort-

able Little Harbor 54.

If Helms takes the F-28, he plans to trailer her back from La Paz.

Bali-Hi — Lancer 45 Motorsailer

Roger Williams — Benicia

Roger, 61, has a great sense of humor. We know because he says that he has "five hours of sailing experience", and that his crew, Tom Ormond and Shelby Easterwood, "have a total of about 10 hours." A sail from San Diego to Cabo, of course, is nothing to joke about. Folks making such a passage expose themselves to all the dangers of the open sea, and mariners have been killed and vessels lost in those waters. Then, too, this is expected to be an abnormally severe El Nino year.

Post race plans? "To sail to Panama or sell the boat."

Beyond Sail — Ericson 38

Frank Germano — Harvard, MA

Germano, a 49-year old software development manager, plans to take the 'nothing serious rally', seriously. But not too seriously, as his boat is already four inches below her load waterline. And the beer still hasn't been loaded aboard.

Gary Swarthout and Ben Wiseley will be along as crew. After the Ha-Ha, the boat will be sailed to the Caribbean for the winter and then home to Boston.

Blarney3 — Morgan 38

The Maher Family — Alameda

The Maher family, which includes Chris, owner of the U.K. sail loft in Alameda, Sheila, the mom, and sons Patrick, and Thomas, did the second Ha-Ha. They were planning to do Ha-Ha III, but Chris got so much business in the loft they had to bail at the last minute. Here's hoping they get their 'priorities straight' this year.

Chris, by the way, was the mastermind behind our Ha-Ha pennants.



No, they're not perched atop the Blarney Stone, but they are the Blarney crew: Meet Ha-Ha II veterans Chris, Sheila, Patrick and Thomas.

Blaze — Warwick 60 **Cecil & Nancy Draper — Denver**

Cecil, 57, is the retired Treasurer of the Manville Corporation. "Cruising is now our job," he says, "and we want to do it well." The last time the Poobah checked, 'cruising well' meant enjoying yourself, so do it with a will.

The Drapers think the two most interesting things about their boat are that they were able to afford it and that they're able

to 'park her' without a tugboat or a crew of 10. With a 60-foot boat, neither one is a small accomplishment.

The couple plan to stay in the Sea of Cortez until March, then sail to the South Pacific and New Zealand. "We figure the Ha-Ha will be a nice way to begin our trip and a great way to meet other cruisers," they say. Given decent weather, that will probably add up.

Blaze is a California-to-Cabo vet. Back in '93, the Wanderer and *Big O* beat Carl Berger and *Blaze* to Turtle Bay, but Berger and *Blaze* took the legs to Bahia Santa Maria and Cabo.

Bliss — Morgan Out-Island 33

Jim & Bliss Cochran — Petaluma

Jim, 52, and Bliss are both bailing out from the publishing biz. They'll be accompanied by Bob Brown.

Their motivations for signing up? First, "The Ha-Ha is much cheaper than a nervous breakdown," says Jim. "We've dreamed about this cruise for years — we're ready, and the boat's ready."

Reason #2: "The skipper has an uncontrollable condition called 'hatred of the cold'."

They plan to cruise indefinitely under the six-months-on-and-six-months-off plan.

Blue Banana — Gulfstar 50

Bill & Sam Fleetwood — Monterey

"We met in '96 through *Latitude's* Cruising Crew List," the couple write. "A month later we bought the Catalina 36 *Whirlwind* through the *Classy Classifieds*. Three months after that we were married, and now we're living our dream — which is to take off and see the world with *Blue Banana*!"

Bill, 62, is a retired business owner. Sam is a retired real estate appraiser. We at *Latitude* are glad to hear things are going so well for them.

— BAJA HA-HA IV, PART I

"The Ha-Ha will just be the start of our adventure," advise the two. "We have no real plans — and may *never* come back!"

Blue Jay — Stevens 47

Jeff Esfeld — Mercer Island, WA

Jeff has been sailing for 25 years, during which time he's done extensive cruising in the Pacific Northwest — including five trips around the "wild west coast of Vancouver Island".

Blue Jay is a new boat for the Esfeld family, but Jeff will be doing the Ha-Ha with friends. "After the rally, my family will join me for the start of a two-year family sabbatical — I have a four- and a six-year-old. After a winter in Mexico, we'll head to the Marquesas, the Galapagos and then perhaps around the world."

Bon Ami — Christina 43

Gordon English — Sacramento

Gordon, 59, an "heir researcher", gives a philosophical response to why he entered the Ha-Ha. "On the face of it, there just may not be a second time around."

As one who has mangled a lot of metaphors over the years, the Poobah has awarded *Bon Ami* 12 seconds for skipper Gordon's writing. "The Ha-Ha is beginning to feel like a mountain-top experience adventure developing." Actually, there are some pretty good hills to climb at the Bahia Santa Maria anchorage.

Gordon's crew for the Ha-Ha will be Terry Bezdek, Nat Schaeffe, and Jim Fales. The skipper plans to return to Berkeley within six months.

Boomtown Trader — Islander 40

Mike & Bev Aarhaus — Seattle

Mike, 53, a retired environmentalist, and Bev, a retired bank manager, are looking forward to "the little latitudes" after a bunch of Northwest winters. Son Chad will be along as navigator; Bob and Jeanne Blanchard will round out the crew.

The Aarhaus's have owned *Boomtown Trader*, their third boat, for seven years, but were still surprised at how much it cost to outfit her. Could they be the only ones? The money has gone to a good cause, though, as they plan to cruise "for as long as we can".

Chawkeye — Pacific Seacraft 34

Bill Baird — Santa Cruz

If the Poobah has to anchor behind any boat in the Ha-Ha, he'll be looking for *Chawkeye*, as Bill will be carrying 600 feet of chain for the three anchors aboard his 34-foot boat. It seems like overkill, doesn't



Would you sail offshore on a 'Blue Banana'? That's exactly what Bill and Sam intend to do.

it — until you learn that Baird, 57, specializes in marine and boat claims for Allstate.

Bill has owned the Crealock design for nine years. He's a veteran of the West Marine Pacific Cup, and cruising both in the Sea of Cortez and along mainland Mexico.

"After Cabo, I'll sail to Z-town," says Bill, "then work my way back up to the Sea of Cortez." The Wanderer thinks this is the best strategy for Mexico cruisers — as long as *everyone* doesn't do it.

"Next year I'll leave Puerto Vallarta for the South Pacific — or maybe I'll just stay in Mexico." Al Rush will be Bill's crew in the Ha-Ha.

City Lights — Santa Cruz 52

Thomas Sanborn — San Ramon

Sanborn's Ha-Ha Checklist:

- "1) Buy Santa Cruz 52, hull #10. Done.
- 2) Join Dewey Hine's St. Francis YC Ha-Ha flotilla. Done.
- 3) Take boat south in preparation of Ha-Ha. Done.
- 4) Recruit crew — Kami Richards, Dave Sneary, Ken Moore and mates. Done.
- 5) Fill out entry application, paying kareful attention to spelling and penmanship, place in briefcase, promptly forget about it. Done.
- 6) Receive numerous calls from crew concerning conspicuous absence of *City Lights* in Ha-Ha entry list. Done.
- 7) Send *mea culpa* letter along with Ha-Ha application to weasel way back into Grand Poobah's good graces. Pending."

Consider it 'Done!' The Grand Poobah feels that a good sense of humor forgives a multitude of sins. We're looking forward to meeting you.

Circe — Panda 40

Stef & Marilyn Thordarson — Tacoma

"Last spring, amidst leasing the house, selling the car, my husband getting two total knee replacements and having sur-

gery for melanoma, Stef instructed me to send in the money for the Ha-Ha," advises Marilyn. "It wasn't until later that I realized that I hadn't sent our entry in. So please, please, please accept our entry. I'll even bring along a little 'Northwest care package' — which would include some Brown & Haley Almond Roca, Starbucks coffee, Olympia (ugh) Beer, and rain." No worries, just bring yourselves.

"We're leaving Tacoma on August 23 direct for San Francisco," they continue. "Then we'll harbor hop to San Diego — with a side trip to the John Wayne Cancer Center in Santa Monica for immune therapy treatments for Stef. By the way, I survived ovarian cancer surgery last year. Stef and I are survivors — and we're determined!" And the Poobah salutes your exemplary attitude with 18 seconds a mile.

Coho II — Spencer 44

The Ericksons — Port Ludlow, WA

Brian, 62, a retired airline pilot, says, "We're excited and apprehensive — and three years late getting started because of boat modifications." *Coho II* was designed by John Brandlmayr, first owned by Patricia Brandlmayr, and raced by Grant Brandlmayr. She was later cruised to Colombia and back.

While Brian's ocean experience is limited, he's sailed from St. Martin to St. Barts, and Guadeloupe to The Saints — so he's demonstrated exemplary navigation instincts.

After the Ha-Ha and cruising in Mexico, the Ericksons plan to sail to either the Marquesas or the Caribbean — "depending on who we meet and whose company we enjoy." Flexibility is a virtue when you're cruising.

Colonel's Lady — Cal 2-46

Col. Christiansen — Boise, Idaho

R.W. is looking for crew "for the Ha-Ha and beyond." If you never got a chance to profit from the military way of life, what the heck, give R.W. a beep at (619) 412-0328.

Cygnus — Gulfstar 50

The Pohle Family — Roseville, CA

"It's been three years since we sailed to Hawaii in the West Marine Pacific Cup," says the Pohles. "That was our test sail to see if two parents and their young children — now 5 and 8 years old — could live together in a small boat for a few weeks. We could and had a great time.

"We're a year late in taking off, but now we're three years older — and the proud owners of a Gulfstar 50. We're ready to go. Or at least we're getting ready to go."

MEET THE FLEET

The Pohle family consists of John, Beth, and young Anna and Chris. At last count, more than 20 kids under the age of 16 were signed up for the Ha-Ha.

Del Corazon — Cheoy Lee 31 Ketch Jim Howard — Berkeley

There have been a lot of occupations represented in the Ha-Ha, but Jim is our first cable car gripman. As such, we suspect he's got a little bell mounted in lieu of a fog horn.

Having owned *Del Corazon* for 13 years, Jim, now 60, figures it's time to go. "If I don't go cruising now," he says, "there might not be a tomorrow." Truer words were never spoken.

Jim plans to sail through the Canal, hang out in the Windward Islands, then sail to Rio for New Year's in the year 2000. You didn't ask the Poobah, Jim, but he's going to tell you anyway. The quickest way from the Windward Islands to Rio is not by sailing upwind and upcurrent along the coast of South America, but rather by sailing a giant circle that will take you downwind to the Azores, the Med, the Canaries, the Cape Verdes, and then

across the Atlantic to Rio.

Another Poobah tip: Don't miss Carnival in Trinidad. It's the second biggest after Rio.

Dilly Dally II — Catalina 36 Jerry & Jane Hinsdale — San Diego

Jerry, 60, retired after 33 years of coaching the U.C. Davis men's swimming and water polo teams. And we love his and Jane's attitude toward the Ha-Ha: "We want to provide help when needed, meet new people, and have fun." It's the first time anyone's stated priority was to help others.

The Hinsdales, who will be assisted by Dick Fadling on the way to Cabo, are looking forward to spending the winter on mainland Mexico. Lots of Ha-Ha entries talk about spending the winter in the Sea of Cortez, but you folks need to be flexible. Unless it's an unusually mild winter — as it was last winter — you might well want to join the Hinsdales a little further south where it will be warm enough for

swimming.

Until recently, the Hinsdales spent six years at Marina Plaza and the Encinal YC in Alameda.

Doing It — Amel 46 Jay & Betty Schmidt — Emeryville

We can't tell you anything about the Schmidts — other than that their boat is a very popular French design.

Doran — Passport 42 The Ward Family — Chico

Doran is strictly a family affair. Michael, 45, had a real estate brokerage; Diane has been a full time mom; Garrett and Lesley, 15 and 13, have been full time kids, and Cali and Sox have been the family's full time dogs.

This is the Ward's first boat and they only bought her last October. "We developed a passion for Baja after spending months exploring it by landyacht," they say. "We can't wait to explore it by boat.

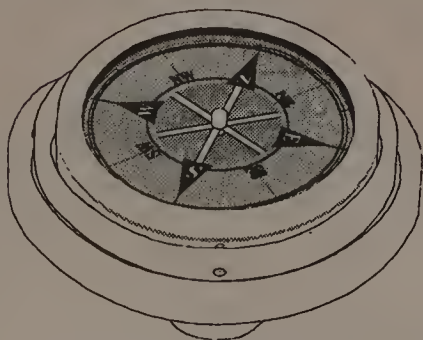
"We see the Ha-Ha as icing on the cake

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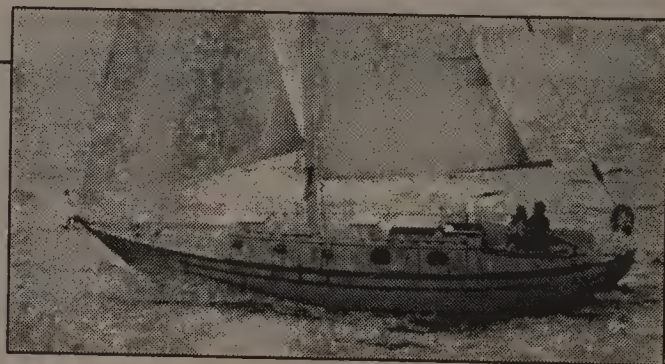
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— BAJA HA-HA IV, PART I

after years of trying to disengage — selling our house, getting rid of all the stuff that owned us, finding a boat, then spending a year living aboard during the coldest, wettest, snowiest winter, spring and summer in Sidney, B.C. — which tested our family's social skills. We think being in Baja and meeting other cruisers will be a real treat."

Mike has sailed from Palau to Ponepe and in Thailand's Andaman Sea. Diane and the kids have sailed from San Diego to La Paz, offshore all the way.

"Our boat is our home," they say, "and we have no plans other than the winter and spring in Mexico — although it will be important to find some sort of community for our two teens."



The Dorans head south. Above: Lesley (left) and her mom, Diane; below: Garrett (left) and dad, Michael hold the family canines, Cali and Sox.

Dream Three — Endeavour 33
Colin Hiller — Anchorage, Alaska
Colin Hiller, 45, is the skipper, and

Charles Klotsche and Pat Callahan will be crew. The skipper isn't sure how long he'll spend in Mexico.

Eighty Proof — Catalina 34
D. Buur & J. Jacot, San Pedro

Burr, a 54-year old printer, started sailing 50 years ago. Like Burr, "navagette" Jacot is self-employed and has been sailing since she was a kid. Members of the Cabrillo Beach YC, they're excited that fellow clubmembers aboard *Second Kiss*, *Viva* and *Hard Times II* will also be along for the fun.

Having owned five boats, the couple are hoping to trade up to a Catalina 42 before the start of the Ha-Ha. "If we do," they say, "we'll stay down for the winter."

Elan Vital — J-40
Thomas MacPherson, Orinda

"This will be my second trip to Mexico with a second boat," says the 50-year-old surgeon. "I'll keep doing it until I get it right." Thomas has been sailing for 15 years.

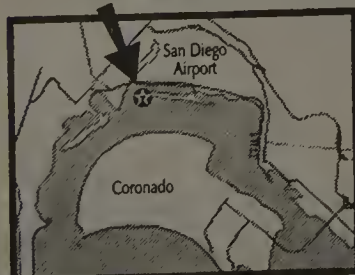
"I'll have two novice cruisers — Doug Richardson and Stacy Spell — along for the trip. I figure it's the ideal way to introduce them to cruising."

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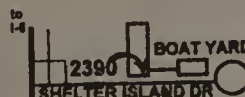
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MEET THE FLEET

Enchanted Lady — Roberts 55

Andy & Jan Sibert, Seal Beach

Andy, 60, and Jan must have saltwater in their veins. He's a charter captain and delivery skipper, and she's a yacht broker. Between '84 and '91 they completed a circumnavigation aboard a 43-footer.

"The boat and captain have gone to Mexico for the last five years, so if the captain gets lost the boat knows the way to Cabo," they joke. Having taken paying charter guests each year in the past, they're looking to do it again.

Enya — Panda 38

Glen & Evelyn Meskimen, Menlo Park

"Our boat has already been to Mexico with her previous owner, and now it's our turn," write the couple. "We love being aboard her."

Even Kiehl — Catalac 29 Catamaran **Stuart Kiehl, Sausalito**

"When it comes to assigning handicaps, don't let the catamaran aspect of my boat lead you to assume she's a speedster," begs Kiehl. "She's a condo — safe,



If even a quarter of the fleet has a sail plan as pretty as 'Enchanted Lady's' it will be an amazing parade down to the Cape.

slow and fun."

"At least I'll finally be doing what I most enjoy in life," advises the 51-year-old cinematographer, so I plan to continue cruising indefinitely."

The boat's navigator will be David

Fiorito, who did a previous Ha-Ha — and then didn't return home for several years.

Experience Mitchell — Morgan 43

Bob Knox & Carol Shipilov, Alameda

"Someday' has finally come," writes Bob, a 54-year-old retired attorney — who alternately refers to Carol, a retired legal secretary, as both his "significant other" and "wife." Actually, that's about the best combo you can have.

"We'll continue down to Panama," says the couple, "then over to the Caribbean, the East Coast, and Europe. We figure on about three to four years."

That's all well and good, but what's the story about naming the boat *Experience Mitchell*? Who is Mitchell and what kind of experience did he have?

Fairweather — Durbeck 46

Frank Jimerson & Jody May, S.F.

"We've always been great believers in the idea of *terra firma*," writes the 36-year-old Frank. "You know, the more 'firma' the



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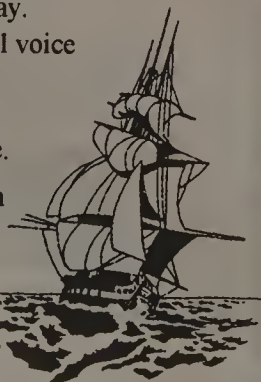
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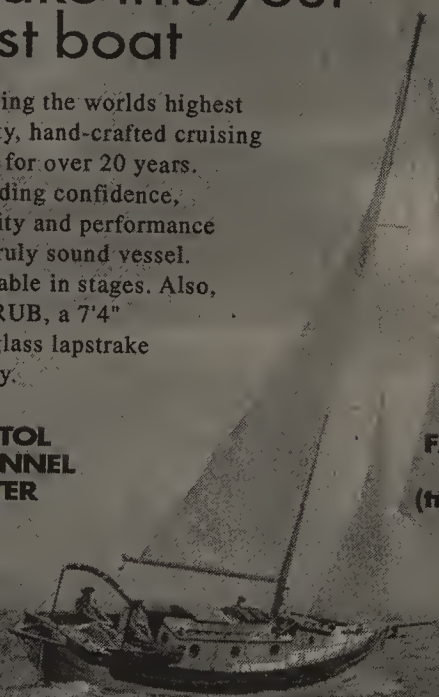
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— BAJA HA-HA IV, PART I

less 'terra'. But we're going anyway."

While Fairweather has been from St. Thomas to Australia and then back to Oregon, Frank and Jody didn't start sailing until they bought the boat one year ago. After the Ha-Ha they plan to sail to Jamaica.

Frank and Jody are the kind of folks who like to do a lot of things. He's a "contractor/pilot/jukebox restorer" while she's a "travel agent and owner of a espresso bar and pizza parlor."

Fairwind — Celestial 50

Chris & Barbara Webber, Sunnyvale

"Take me to the tequila," is the Webber's attitude toward the Ha-Ha. That's what happens when you've been president and controller respectively of a small business.

Fairwind's go-slow features include two air conditioners, a washer/dryer — hey, someone to do the fleet's laundry! — and a vodka tank. Their crew will include Pat McKenna and veteran multihull sailor Bill

Maudru.

After the Ha-Ha, the Webbers will spend perhaps a year in Mexico before transiting the Canal and heading for the East Coast.

Fiddler's Green — Celestial 48

Thomas & Jean Kujaa, Redondo Bch

Thomas, an engineer, and Jean, a school administrator, have both sailed 2,000 miles in the South Pacific. Based on the fact they plan to continue on to Panama and Florida after the Ha-Ha, we assume they're retired.

The couple, who've been sailing for 17 years, will be joined by Judith Kujawa.

Flexible Flyer — Hunter 37

Dale & Kay Hamme, Palo Alto

Dale and Kay always wanted to do the Ha-Ha. Thanks to Dale retiring six months ago and Kay taking a leave of absence from Hewlett Packard, they'll finally be able to do it.

The couple have lots of Bay sailing ex-

perience and have raced Sunfish. They've also bareboated in Australia.

Flying Cloud — Islander Freeport 41 **Gene & Patricia Moni, Long Beach**

Gene and Patricia, both in their early 60s, have spent many years running a small business and serving as officers in the yacht club scene.

"Pat and I have lived aboard for eight years planning this trip," says Gene, "and it's high time we left the rat race and had some fun!"

Although Gene and Patricia were powerboaters until the late '70s, they've sailed much of the west coast during the 11 years they've owned the Bob Perry design, including trips to Mazatlan in '79, '80, '82, and '83.

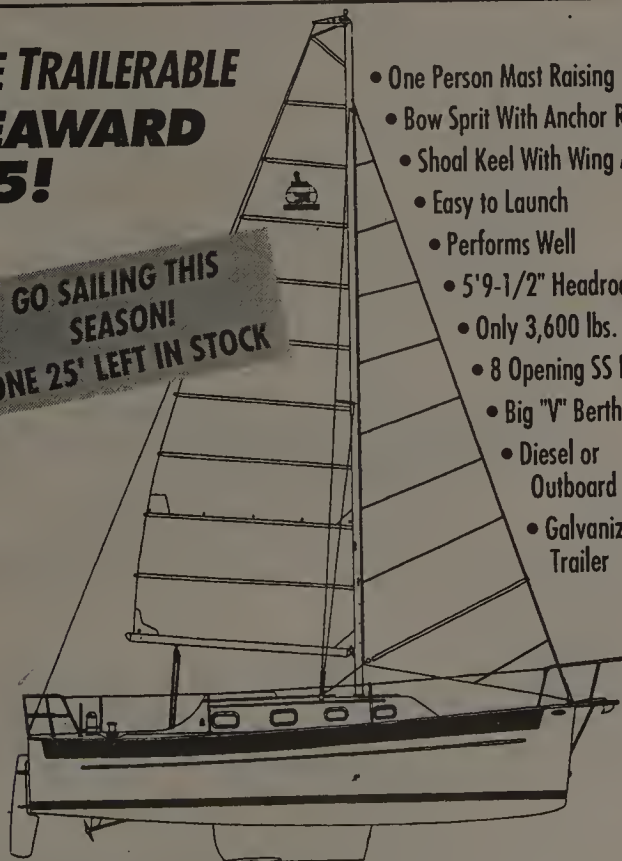
Once the Ha-Ha is over, they'll have the freedom to keep cruising or whatever else suits their fancy because they have no more obligations.

Flying So Low — Homebuilt 30-ft Tri **Robert Lomax & Connie Oldoven**

At age 44, Robert is retiring from work as a civil service machinist with the phi-

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MEET THE FLEET

losophy of "Go soon, go simple, go light, and go far. The less fancy stuff you need, the better prepared you'll be to enjoy it."

Connie, an entertainment director in her early 30s, looks to the Ha-Ha as "the trip of a lifetime." She's not ready to retire, though, so she'll be flying home from La Paz to resume work. On the other hand, Robert, who enjoys his solitude, will cruise Mexico, Hawaii, and back to the San Juans. This won't be the first time the guy has continued cruising while the lady has gone back to work.

For a fellow with a 'keep it simple philosophy', Robert has lots of boats. "I've been sailing my 31-ft tri and modifying my 25-ft tri for two years. I even bought a 31-ft tri building project just to get the new mast and sails."

Fuzzy Logic — Crealock 37

Gordon Nash & Chris Hunter, Sacto

Gordon, a retired businessman, and Chris, a retired community relations consultant, have been sailing for a combined 86 years. Sixty-two of those sailing years belong to Gordon, who has done races to Acapulco, Mazatlan and Ensenada — to



Lee and Cindy — shown here holding up 'Grace's' forestay.

name just a few.

Prior to the Crealock 37, Gordon owned four boats and Christine has had two. The couple plan to spend about eight months in Mexico and then sail south — or maybe west — as long as they're having fun.

Giggles — Baltic 38

Dale Parshall, San Jose

Retired from IBM, Dale (59) was interviewing crew as we went to press. The

owner of eight previous boats — including a Norseman 447 — he sees the Ha-Ha as "a reasonable way to start my retirement."

In addition to having done the Farallones and Drakes Bay races singlehanded, Dale has sailed from San Francisco to Polynesia, from Western Samoa to Hawaii, and Hawaii to S.F.

Ginny's Too — Nord-Cantieri 39

Bill & Ginny Russell — Oakland

Bill, a retired automotive and marine engineer, reports that "World War II era old-timers say my boat's Italian so it's the only one on the Bay with back up lights." The 65-year-old skipper has made passages from Newport to Hawaii, San Francisco to Alaska, Tacoma to San Diego, and S.F. to Cabo. He's hoping the Ha-Ha will convince his wife Ginny, a business manager, to continue on.

Their 100-pound Akita-Shepard mix 'puppy' will serve as second mate.

— latitude

Ed. note — Tune in again next month to meet more of the fleet.

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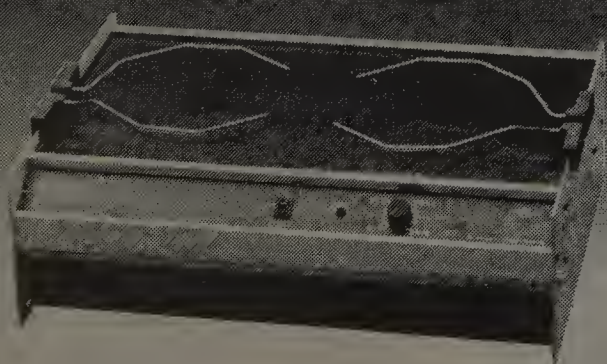
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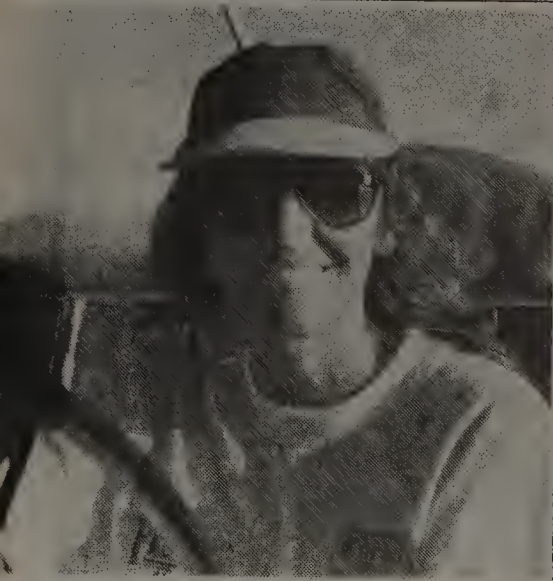
With reports this month on how one man's vision helped develop **Sailing for the 'Common Man'**, learning to **Go with the Flow in Mañanaland**, and miscellaneous **Charter Notes**.

Birth of the 'Sailing Club' Concept: A Charter Pioneer Remembered

Not too many years ago, recreational sailing was a pastime primarily enjoyed by well-to-do yacht club members, who passed on their sailing expertise from generation to generation. These days, however, learning to sail has become much more universal, largely due to the proliferation of affordable 'sailing clubs' where instruction and boat access are primary functions, while social activities and group travel opportunities are important byproducts. As far as we can tell, a diehard Southern California sailor named Max Thieme first pioneered the 'sailing club' concept back in 1962 with the intent of extending the sport's reach to "the common man."

Born and raised in New York, Max attended Fordham University on a science scholarship before joining the Army during WWII. Needless to say, the Allied campaigns in Africa and Italy were anything but amusing. But Max found an innovative way to take his mind off the horrors of war. While he was laid up in Egypt with a minor medical problem, he entertained

It's a good thing Chris Moser has plenty of energy. She juggles her time between Marina Sailing's six different locations.



LATITUDE/ANDY

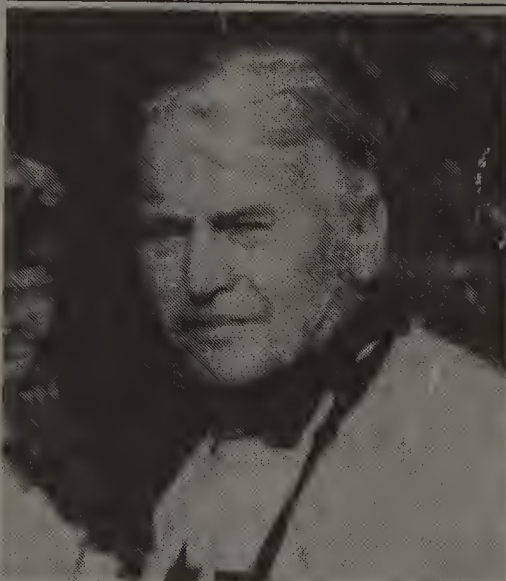
himself by building a boat out of a discarded cockpit and some fuel drums; he then rigged it with canvas tarps for sails. After launching this odd contraption, Max eventually taught himself to sail. To hear

family members tell it, those first awkward daysails planted the seed that thereafter became his lifelong passion.

After settling in Southern California, getting married and fathering two kids, Max's obsession with sailing continued to grow. Apparently he developed a chronic habit of buying boats, however, much to the frustration of Mrs. Thieme who threatened to divorce him if he didn't do something with them. His solution was to start a low-priced sailing organization called TransPac Sailing Club where everyday folks could experience the pleasures of sailing. The year was 1962. According to friends, Max predicted that sailing would increase in popularity, yet among existing sailors he also sensed a "growing disillusionment with yacht clubs and the high cost of purchasing and maintaining individual sailboats." At the time Max was also a lover of flying, and he undoubtedly borrowed the sailing club concept from the flying club he belonged to.

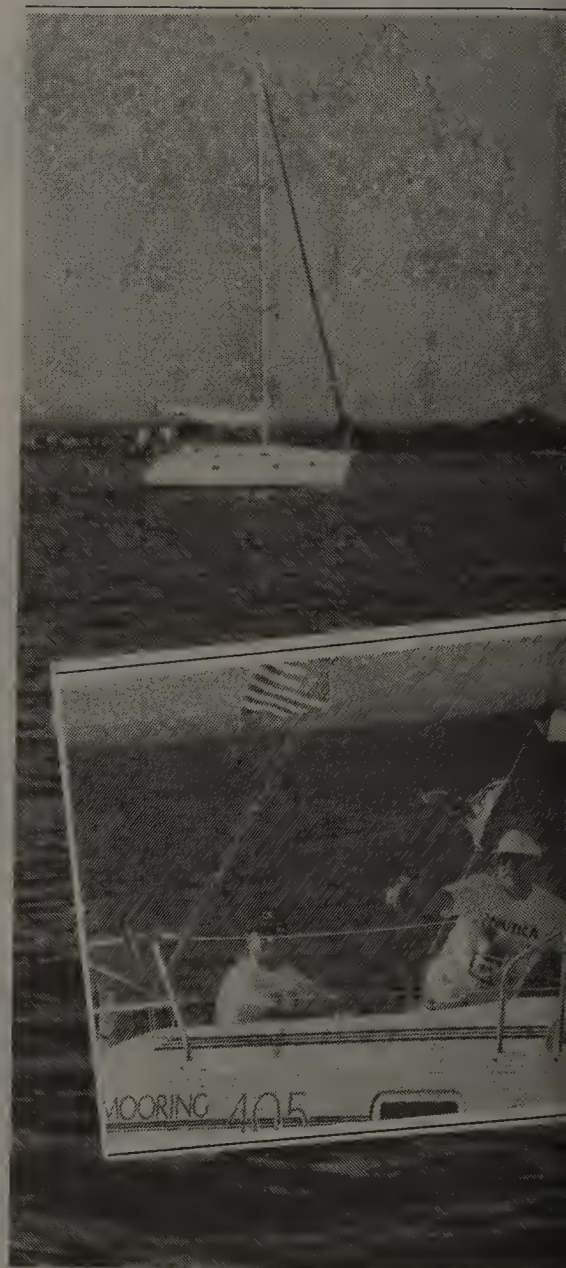
With Marina del Rey still unfinished,

We've heard a lot of 'how I learned to sail' stories, but Max Thieme's is hard to top. Stationed in Egypt, he built a boat from military junk.



COURTESY MARINA SAILING

those first three boats were originally based at LA Harbor's Fleitz Brothers Marina. In the beginning, members would simply get together for daysails, but eventually they earned privileges to take boats out on their own. Monthly membership



dues were \$3 per month and rental prices began at \$14 per day!

Although innovative, the club wasn't exactly a cash cow in the early days, so Max kept expenses down by taking reservations from his home in Thousand Oaks and going down to the marina on the weekends. His 'day job' was working as an engineer in the aviation industry. Since the concept was new, the business grew slowly until Max had another novel idea: incorporating privately-owned boats into the club's fleet — which is precisely how most of the world's charter fleets are managed today.

By 1969 the club had boats from Newport Beach to Channel Islands Harbor, yet still no office! But hey, those were simpler times. Members would call the 'home' office with their reservation and would be given a slip number and a padlock combination. They'd simply mail in their checks. Max's daughter Chris recalls taking reservations and chatting with boat owners at the age of 12 when her dad was

OF CHARTERING



LATITUDE/ANDY

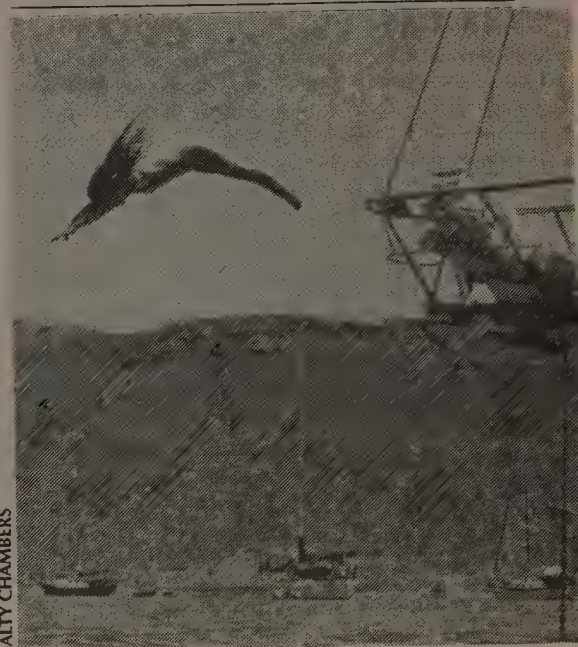
TransPac Sailing Club started in LA, Kirk Valentine started teaching sailing in Sacramento with the opening of Tradewinds Sailing Center, although his 'sailing club' didn't form until a decade later. Tradewinds, which is now based at Point Richmond, is the oldest sailing school in the Bay Area — now in its 35th year — and is one of the most active. A firm believer in making sailing accessible to a broad range of people, Kirk prides himself on keeping prices reasonable, while he sets his standards high regarding safety and boat maintenance.

A Rocky Initiation to Chartering: Recollections of Mañana Land

It started out well enough: We'd arranged a charter through a reputable company for a great boat and two weeks of R&R in Mexico. What I didn't realize at the time was that in this case, 'R&R' stood for "wreck & repair."

The adventure began with our luggage being lost upon arrival. Well, not lost, just not unloaded from the Mexicana flight. Sweaty and smelly from a long day of running around, we were assured our stuff would still be aboard when the plane came back the next day. And, after all, it was only a half-hour taxi ride from the ma-

If you have boat troubles while cruising or chartering in the Sea of Cortez, a swim in the warm, clear water will help to ease your frustrations.



SALTY CHAMBERS

rina to the airport.

We took solace in the boat, a handsome Hans Christian 38. (The little charter outfit we used, however, has now gone

Before Max Thieme started his sailing club, he had dreams of buying a big yacht and sailing around the world with his family. Today his daughter travels the world with club members; seen here at last year's Cortez Cup in Mexico.

away. Chris' older brother Cliff also got into the act, becoming one of the club's primary sailing instructors.

A few years later club members were participating in weekend flotillas together as well as taking classes and daysailing together. So when Charlie and Ginny Cary opened The Moorings in the Caribbean in 1969, international charter flotillas became a natural extension.

By 1977 Chris began running the club full time from her apartment in Marina del Rey — they still didn't have a formal office. "The club had grown to 500 members by this point and it got pretty embarrassing when members wanted to see the clubhouse!" A year later Chris bought the company and soon merged with Pacific Sailing (of Marina del Rey) when she married owner Rick Moser. The unified

company was renamed Marina Sailing.

Today the company has over 100 boats in its fleet and around 2,000 club members who enjoy reciprocal privileges at each of six locations: San Diego, Newport Beach, Long Beach, Redondo Beach, Marina del Rey and Channel Islands Harbor. And yes, they all have offices!

Max died in 1993 and, although his name is not as widely known as some in the sailing industry, his vision of making sailing accessible to mainstream working folks was certainly visionary. Today several thousand sailors enjoy frequent sailing along the Pacific Coast without having to own or maintain their own boats. "Max loved sailing more than anyone I ever knew," recalls Chris. "The moment he got on a boat, he would smile and laugh — that's where he wanted to be."

— latitude/aet

Ed. note: The same year that the

out of business.) The thing was, the boat wasn't quite ready for us. The former charterers had returned it a day or two late, and the boat was trashed from one end to the other. There was nowhere else to go, though, and with nothing clean to change into, in a strange way we kind of bonded with the big double-ender right away. With ever more promises that all would be well come the morrow, I reminded Katie, "This must be why they call it *mañana* land."

We were told all systems on the boat worked fine, but not to use the head at the dock. At 2 a.m., Katie woke up and had to go. It was really dark, there were few lights ashore, and somehow we had neglected to find out exactly where the restrooms were ashore. So she used the head. It wouldn't flush.

This was a comparatively minor glitch compared to dinner. I had never lit an alcohol stove before, so didn't know about the preheating-the-burner trick. As a result, I flooded the burner with fuel and had to douse the resulting inferno with a fire extinguisher. The singe marks on the overhead weren't that obvious unless you were really looking for them. And what



There are few endeavors in boating where Murphy's Law is more prevalent than with the process of anchoring. A-a-a-r-g-h!

purpose do eyebrows really serve, anyway?

After the embarrassment of admitting the potty *faux pas* the next morning —



what are wives for if not to blame things on — we were off to the airport to retrieve our clothing, which had by now accumulated 1,000 more frequent flyer miles than we had. By the time we got back to the marina that afternoon, the boat had been cleaned and the head 'repaired'. We were bid our first cheerful *adiós*. The final bit of advice was, "There's a shoal right over there. Give it full astern until you're well clear or the wind will blow you onto it."

Full astern it was, but apparently not for long enough. Within seconds, we were over on our ear, hard aground. The guy on the dock was yelling at us, but crashing sounds coming from down below made it hard to hear what he was saying. Stoney-faced, he came out with the din-

Despite a rough beginning, it actually turned out to be a wonderful trip. Without question, one of the most memorable highlights was flirting with a pod of migrating orcas.

ghy, grabbed a halyard and buzzed to windward while we gave the boat full reverse again. After a few seconds of swirling froth and sand, the boat came free. Ten minutes after clearing the marina entrance, the howling wind that had driven us aground abruptly disappeared.

At our first anchorage, I instructed Katie on the delicate art of anchoring. I would drive the boat to the appointed spot, while she would drop the anchor. I'd then back the boat down to set the

SALTY CHAMBERS



SALTY CHAMBERS

What the f__k. As diplomatically as possible, I put the boat in neutral and went forward to explain the concept of 'scope' to her. She lamely maintained that she hadn't done anything. The damn chain just stopped coming out. And stop raising your voice at me. I flailed away at the windlass until the anchor was up again, fought every fiber in my being to force a smile and said, "Third time's a charm."

Whoever coined that phrase was never on a boat. Thirty feet. That was it. I glared. This time I didn't have to go forward to hear her say, "I didn't do anything!" Other boats in the anchorage were enjoying the show mightily.

Before our vacation imploded completely, I figured I'd better see if something was awry in the chain locker. The way things had gone so far, maybe the goddamn boat only had 30 feet of chain. I swung open the small door and there, jammed in the hawse, was the biggest chain hockle I've ever seen. It took a good 15 minutes of work with the pathetic 'tool kit' we found aboard to unravel it. This while Katie drove the boat in circles and tried not to hit anyone.

Once anchored, we apologized to each other, fixed dinner without destroying anything else and clinked our glasses in a toast: "Our first charter — if we can survive this, we can survive anything."



SALTY CHAMBERS

Unfortunately the boat we'd reserved wasn't ready on time, but the beers were cold and the scenery was gorgeous!

We did more than survive. We had a wonderful rest-of-the-story. The funny stories didn't stop — we ran out of stove fuel the second day and the head packed up again on the third — but by that time

we were well into vacation mode.

"Tomorrow," Katie would say, collectively mimicking nearly every official we'd come in contact with so far. "All will be fixed tomorrow."

— salty chambers

Salty — Even though your charter took place several years ago, we couldn't resist sharing it with our readers. Thanks for the chuckles. We're glad your trip ended more positively than it began — as is often the case.

Readers should note that although the little charter operator that Salty used has gone out of business, The Moorings now has a base at La Paz. And as elsewhere in their worldwide fleet, their Mexican operation has an excellent reputation for quality and service.

Charter Notes

Back in the 1800s the fastest ships on the bay were schooners. In fact one of the first real jobs the young Jack London had was as a 'fish patrolman'. When it came time to chase down a violator, he'd singlehand his engineless schooner alongside, and somehow drop his sails, raft up to the offending craft and confront his prey. Since those glory days of sail, the sight of a schooner cutting across the Bay has always added to magic.

With that long-winded intro, we update you on two schooners currently charter-



JOHN SKORIAK

As you can see, there's plenty of deck space for a mob of charter guests aboard the replica schooner 'Ka'iulani'.

ing in the Bay.

As noted in *Sightings*, the gaff-rigged topsail schooner **Ka'iulani** has recently

WORLD OF CHARTERING



LATITUDE ARCHIVES

received Coast Guard certification to carry up to 49 passengers. Launched in '84, her design imitates the lines of a mid-nineteenth century trading schooner, and is now available for a full range of charter possibilities. Call Rob at (415) 331-1333.


Another beautiful schooner that often graces the waters of the Bay is the 78-ft

Big, safe and sturdy, the schooner 'Valkyrien' has available berths for her run to Cabo San Lucas and/or along the Mexican mainland.

Valkyrien. Although permanently based on the Bay, she'll take a winter **respite in Mexico** this year, offering by-the-berth or whole-boat cruises in the Sea of Cortez and along the Mexican Coast.

Two berths are still available for the run to Cabo (leaving October 12), after which *Valky* has scheduled a number of trips between Mazatlan and P.V. On all trips passengers have the option of participating in the sailing activities or simply kicking back and enjoying the ride. Call Dean at (510) 219-2085.

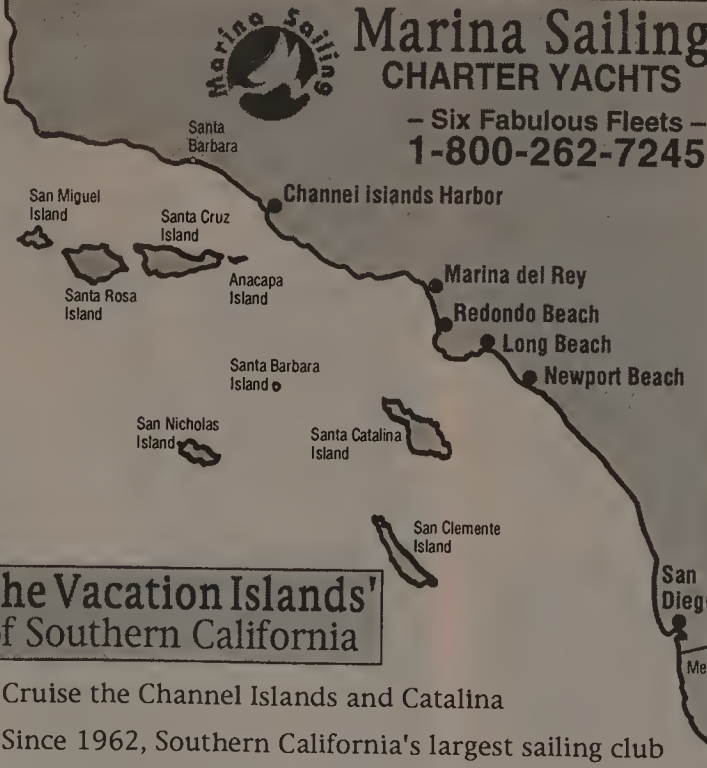
If you prefer taking vacations aboard on modern yachts, another key chartering opportunity to note is the **Second Annual Cortez Cup**, a festive week of racing and partying aboard **Moorings** yachts from their La Paz, B.C. base. Dates are October 19-25. At this writing, only two boats remain, as the rest of the fleet has been reserved by teams from more than a half dozen West Coast sailing clubs: **Tradewinds Sailing Center** of Richmond, **Spinnaker Sailing** of Redwood City, **Club Nautique** of Alameda, **Marina Sailing** of Long Beach, **Windworks Sailing Center** of Seattle, **OCSC** of Berkeley, **California YC** of Pacific Palisades and **Harbor Sailboats** of San Diego (the defending champs). Call (800) 535-7289 for info.



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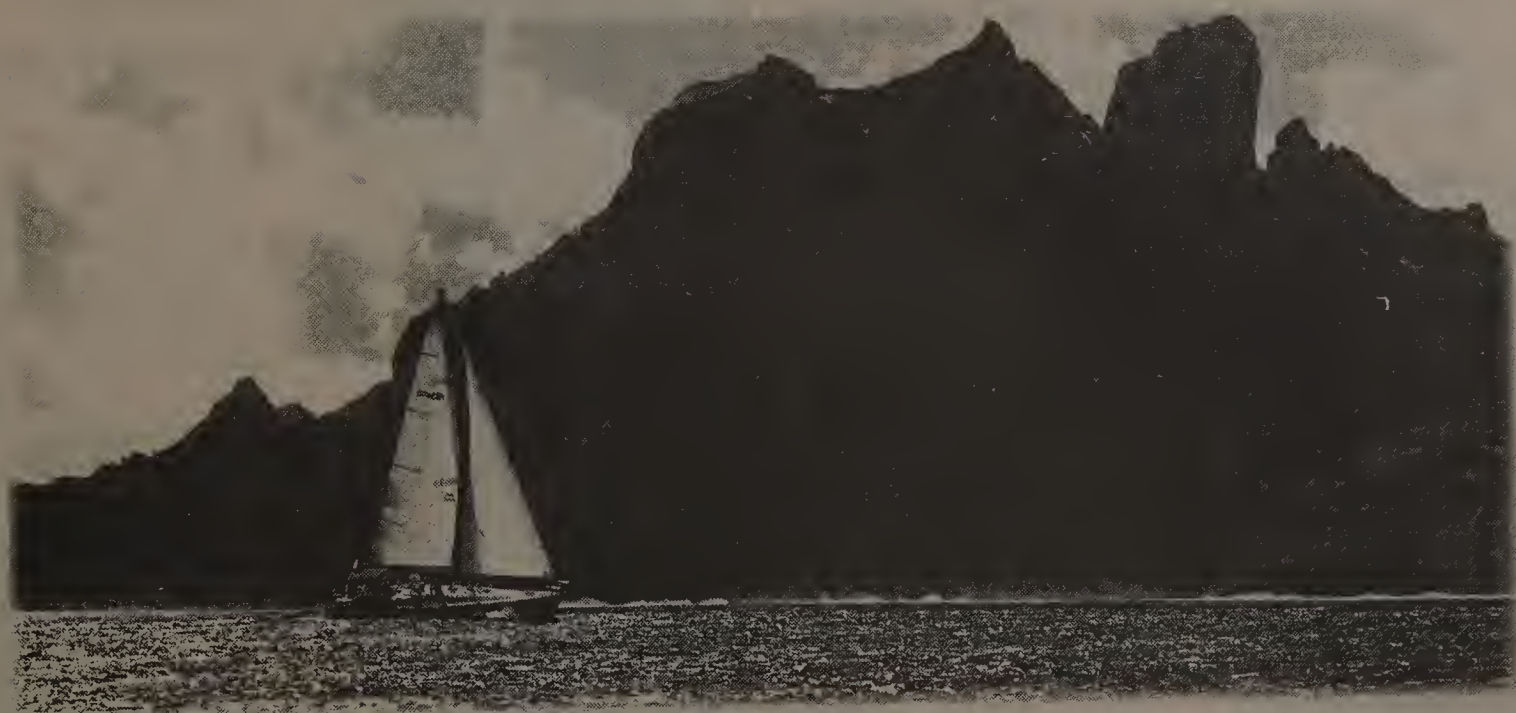
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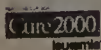
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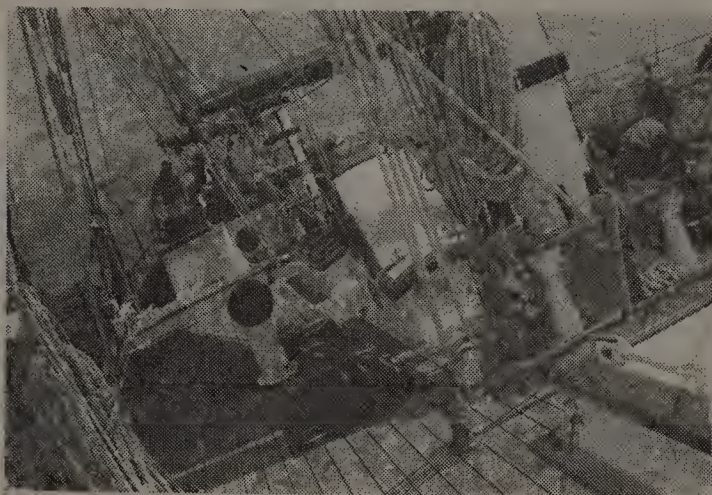
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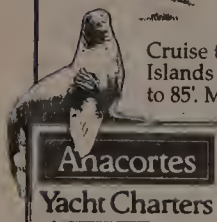
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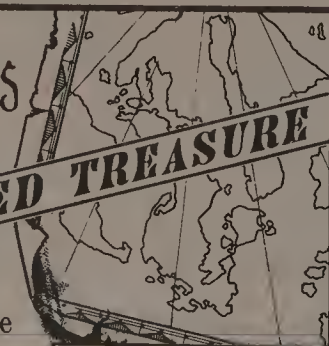
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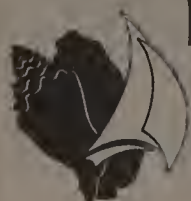
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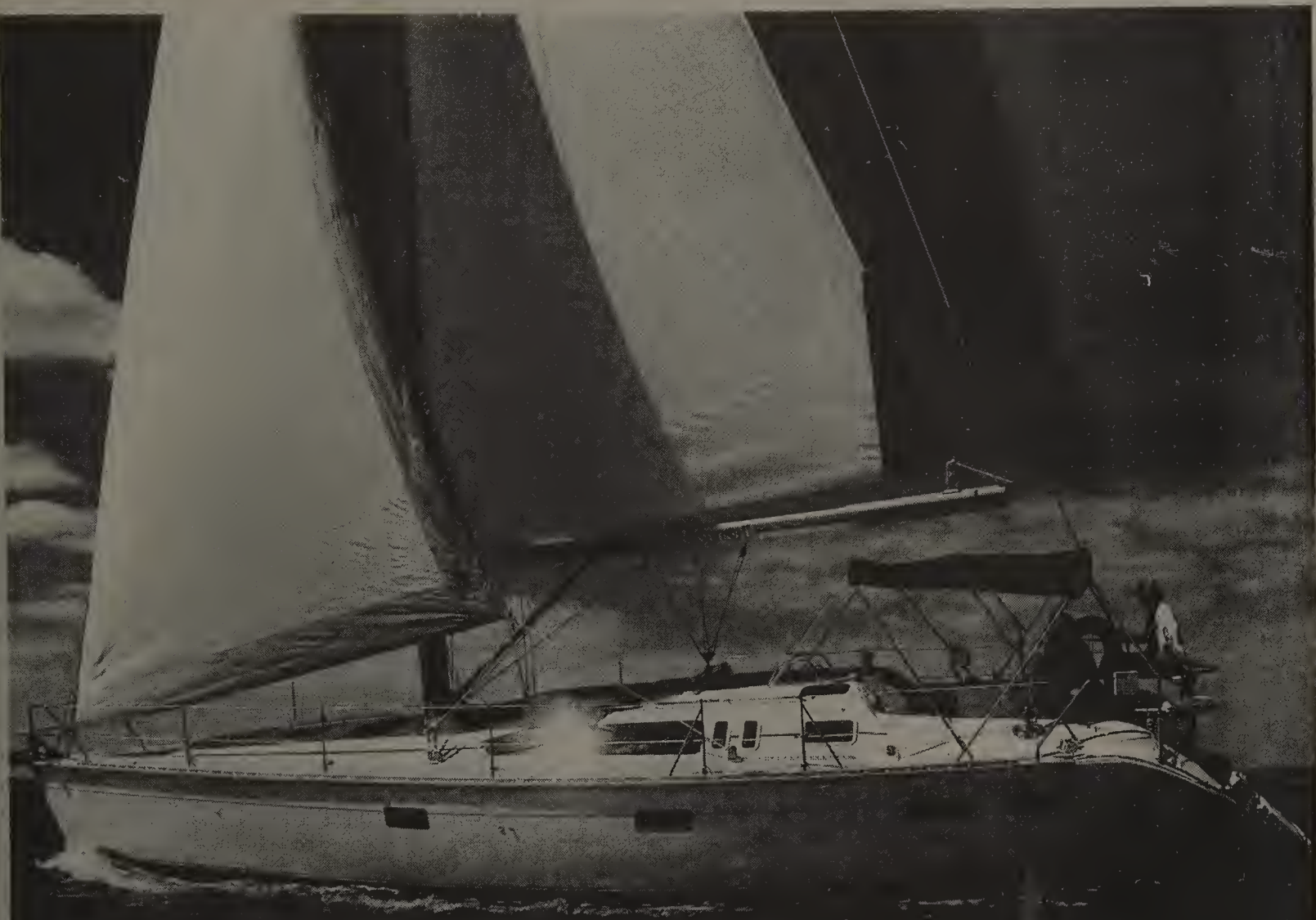
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THE RACING

With reports this month on the mellow **Gracie & George Regatta**, the U.S. wins the **Admiral's Cup**, the quick **Second Half Opener**, hardball at the **J/24 North Americans**, a round-up of various other national championships, the light-air **SSS LongPac**, and the usual quota of **box scores** and **race notes** at the end.

Gracie & George Race

Encinal YC's ninth annual Gracie & George Race was held on the afternoon of August 17 in what Marilyn Schumacher described as "perfect Newport Beach weather," meaning sunny and not too windy. Only 36 couples sailed in the low-key coed doublehanded race, which differs from other events in two ways: 'Gracie' gets to steer the entire day ('George' has to pull all the strings and serve the refreshments), and spinnakers aren't allowed until boats have entered the Oakland Estuary for the easy run up to the clubhouse finish. Though the numbers were way off the all-time high of 61 boats just two years ago, everyone seemed to enjoy the day immensely.

Erik during the Gracie & George Race four years ago!

The PHRF system worked rather well that day, as all four divisions were represented in the top five overall, with only 44 seconds separating the first three boats. *Hawk*, an old Alberg 30, and the lightweight Merit 25 *Chesapeake* were second and third, respectively.

Other notable finishes were turned in by Joan Garrett and Norman Davant, who finished first with the J/130 *Sceptre*, and by Mike Mannix on his Catalina 38 *Harp*. Mike sailed with Linda Farabee to a sixth place finish in Division III, remarkable only because it was the ninth G&G Race in a row for *Harp* — a perfect attendance record.

SPORTBOAT — 1) *Abracadabra*, Antrim 27, Sally & Kame Richards; 2) *Tulawemia*, Wabbit, Karina Vogen/Andy Hamilton. (3 boats)

DIV. I (120 and under) — 1) *Insufferable*, N/M 30, Susannah Carr/Mike DeFrank; 2) *Legacy*, Wylie Gemini, Courtney Pelletier/John Melder; 3) *20/20*, J/105, Debra Savage/Phil Gardner. (8 boats)

DIV. II (121-149) — 1) *Uno*, WylieCat 30, Julie & Erik Urias; 2) *Hot Foot*, Choate 30, Almee Gabbert/Steve Hutchinson; 3) *New Moon*, Express 27, Marilyn & Carl Schumacher. (9 boats)

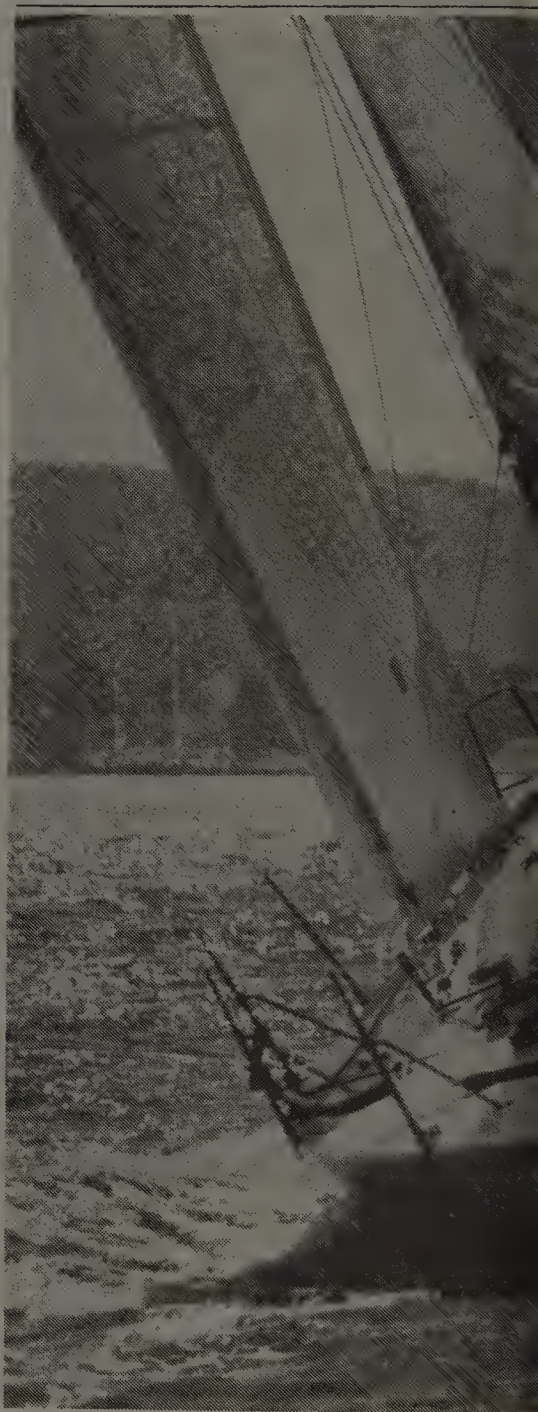
DIV. III (150-179) — 1) *Chesapeake*, Merit 25, Elizabeth MacDonald/Jim Fair; 2) *Mooreon*, Moore 24, MaryLiz Beland/Scott Owen; 3) *Hurricane*, Moore 24, Amy & Adam Sadeg. (8 boats)

DIV. IV (180 and up) — 1) *Hawk*, Alberg 30, Wren & Steve Collins; 2) *Shazam!*, Santana 22, Lynn Williams/Bud Sandkulla; 3) *Cloud 7*, Santana 22, Denise Lugton/Michael Carlson. (8 boats)

OVERALL — 1) *Uno*; 2) *Wren*; 3) *Chesapeake*; 4) *Insufferable*; 5) *Legacy*. (33 boats; sportboats not eligible)

U.S. Wins Admiral's Cup

In an amazing last-minute reversal of fortune, the United States team of *Flash Gordon 3*, *MK Cafe* and *Jameson* recovered from a near-disaster in the quadruply-weighted Fastnet Race to win the 23rd Champagne Mumm Admiral's Cup over a disappointingly small fleet of only six other teams. This was only the third time the U.S. has won this prestigious championship, with previous wins coming in the 'dark ages' of '61 and '69. After the 187-mile Channel Race, a 36-miler and five shorter buoy races, the U.S. was sporting a 16-point lead on the small



fleet and was in good shape going into the Fastnet finale — just as they had been two years ago, only to choke that race and come out 26 points behind Italy.

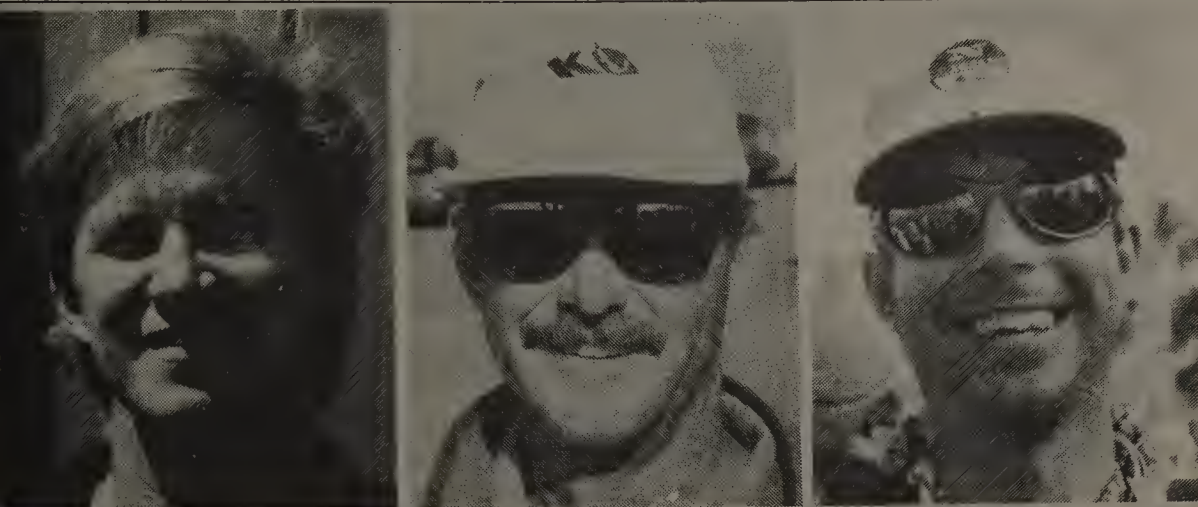
Halfway through the 605-mile Fastnet Race, the U.S. team was en route to repeating their disastrous '95 finish, while the Italians were poised to claim back-to-back titles. Helmut Jahn's new Farr 49 *Flash Gordon*, with Ken Read and Jim Brady in the afterguard, wasn't the problem — they finished the Fastnet Race second in the IMS big boat division behind the Italian's *Madina Milano*, good enough to claim overall top individual honors for the series. However, *Flash's* two teammates were both mired in sixth



FRED FAGO

'Uno' duo — Julie and Erik.

For the second year in a row, the WylieCat 30 *Uno* was numero uno again, finding the 12.4-mile triangle, windward/leeward course particularly well-suited to their simple sail plan. However, a different couple sailed the boat this year, Julie and Erik Urias. They previously won the race in 1991 with their Santana 22 *Riff-raff* and, according to race chairwoman Margaret Fago, Julie actually proposed to



bly. It wasn't a pretty win, nor was it achieved with 100% American boats (*MK Cafe* is from Poland, *Jameson* is Irish) — but it goes a long way towards reestablishing the U.S. as the most powerful sailing nation in the world. "We sailed consistently well except in the Fastnet," said Morgan Larson, who crewed on *MK Cafe*. "We were lucky to pull it out."

Based on a strong Fastnet finish, the German team pulled themselves into second overall, while the Italians plummeted into third along with *Brava Q8's* demise. The real shocker was the poor performance of the Kiwis, who were pre-race favorites along with the U.S. and Italy. Their entire team, including Russell Coutts on the Taylor ILC 46 *Numbers*, tanked the Fastnet, which relegated them to a lowly and uncharacteristic sixth place finish.

The future of the Admiral's Cup — if not the 21-year-old IMS rule — seems a bit uncertain after this latest series. Attendance at the so-called "world championship of offshore sailing" has been falling off, and it may be time for heroic measures. The Royal Ocean Racing Club hasn't officially addressed these problems yet, but rumor has it that Mumm 36s will be kept as the small boat class in 1999. The struggling ILC 40s will likely be replaced by a rating band, just as the ILC 46s were abandoned in favor of a rating band for this series.

TEAM — 1) United States, 146.55 points; 2) Germany, 166; 3) Italy, 169.5; 4) Australia, 172.13; 5) Great Britain, 180; 6) New Zealand, 182.13; 7) Scandinavia, 276.5. (7 countries)

IMS — 1) *Flash Gordon 3*, USA, 37.75 points; 2) *Madina Milano*, ITA, 47.5; 3) *Ragamuffin*, AUS, 56.5; 4) *Rubin XIV*, GER, 58.5; 5) *Numbers*, NZ, 62.5; 6) *Corum Indulgence*, GBR, 66.25; 7) *Investor*, SCA, 91.

ILC 40 — 1) *Pinta*, GER, 44.25 points; 2) *MK Cafe*, USA, 49.5; 3) *G'Net*, AUS, 58.88; 4) *Mean Machine*, NZL, 63.88; 5) *Brava Q8*, ITA, 64.25; 6) *Easy Oars*, GBR, 70.25; 7) *Fram XIV*, SCA, 81.5.

MUMM 36 — 1) *Bradamante*, GBR, 43.5 points; 2) *Georgia Express 2*, NZL, 55.75; 3) *Sea*, AUS, 56.75; 4) *Breeze*, ITA, 57.75; 5) *Jameson*, USA, 59.25; 6) *Thomas I Punkt*, GER, 63.25; 7) *Mumm-A-Mia*, SCA, 100.

Second Half Opener

Encinal YC's eighth annual Second Half Opener was an inordinately quick one this year. "Like the Coastal Race and the TransPac, we broke all the course records," noted race official Joseph Melino. "For once, there wasn't a parking lot under the Bay Bridge."

Held on the warm sunny afternoon of July 26, the race again featured three different windward marks — Bonita,



LATITUDE ARCHIVES

'Flash Gordon 3' beats up the Solent during the Admiral's Cup. Well, would you believe it's 'Flash Gordon 2' at last year's BBS? Inset, the winning skippers (from left): Ken Read, John Kolius, Chris Larson.

place in their divisions at the Fastnet Rock turning mark. Basically, the U.S. team needed a miracle to win the Admiral's Cup — and they got it just five miles from the finish of the race.

In the course of four minutes near the end of the four-day race, the ILC 40 class flip-flopped as John Kolius steered his chartered J/V 40 *MK Cafe* around a parking lot that had engulfed the leader, the Italian *Brava Q8*, and the other front-runners. While *MK Cafe* salvaged a second place finish, *Brava Q8* sank to sixth — a "heinousity" in the words of trimmer

Robbie Naismith. Kolius, a veteran of nine Admiral's Cups (though this was his first one sailing for the U.S.), had urged his crew to sail hard because "anything can happen" — which, fortunately, was the case.

Then it was a matter of waiting to see how the Mumm 36s shook out — if the German's *Thomas I Punkt* won that class, and *Jameson* came in last, then Germany would emerge victorious. But when the Brits' *Bradamante* held onto a four-mile lead to finish first among the Mums, the U.S. could finally break out the bub-

RACING SHEET

Blackaller and Harding Rock — with the goal of finishing all the divisions downwind in front of the EYC clubhouse at about the same time. *Swiftsure II* took the first gun at 2:05 p.m., after just 2 hours and 35 minutes on the 22-mile 'varsity' course. A colorful parade of 130-some boats followed over the next two hours. The nice weather and relatively early finish left lots of time for partying on the EYC lawn, which the sailors did with gusto until the wee hours.

The SHO attracted a few more boats than last year due to one time entries, which included a number of OYRA (ocean) boats participating as guests of their HDA counterparts. "We (HDA) offered them a 'free pass' for this race in exchange for us getting similar deal in one of next summer's ocean races," explained Melino. "We haven't picked the race yet, but both groups seem to think this is a great deal!"

Sunday's buoy race was a 'counter' for HDA, but optional for most one design classes. Confusion reigned at the combined J/105 and Santana 35 start, as only two boats out of 14 returned for their general recall. A protest committee subsequently exonerated the race committee of any procedural errors, resulting in a dozen WDs and/or DSQs.

Results of Saturday's race follow:

DIV. F (multihull) — 1) *Indigo*, Dragon Fly, Mike Taylor. (3 boats)

DIV. G (0-78) — 1) *Peregrine*, Mumm 30, David Thomson; 2) *Je T'Aime*, J/42, Pat Nolan; 3) *Mostly Harmless*, C&C SR 33, Paul & Lee Bergman; 4) *China Cloud*, J/40, Leigh Britte. (12 boats)

DIV. H (79-111) — 1) *Abracadabra II*, Antrim 27, Dennis Surtees; 2) *My Rubber Ducky*, Hobie 33, Lee Garami; 3) *Two Scoops*, Express 34, Goodwin/Longaker. (8 boats)

DIV. J (114-129) — 1) *Ixxis*, Olson 911-S, Ed Durbin; 2) *Insufferable*, N/M 30, Peter Rookard; 3) *Harp*, Catalina 38, Mike Mannix. (11 boats)

DIV. K (132-174, heavy) — 1) *Mintaka*, C&C 36, Gerry Brown; 2) *Blue Max*, Dehler 34, Jim & Diana Freeland; 3) *It's Jazz*, Ranger 33, Ben Mewes. (9 boats)

DIV. L (132-174, light) — 1) *Bloodvessel*, B-25, Margaret Gokey; 2) *Chesapeake*, Merit 25, Jim Fair. (6 boats)

DIV. M (177-up) — 1) *Don Wan*, Santana 28, Don Kunstler; 2) *Nebilina*, Cal 28, Hans Carter; 3) *Latin Lass*, Catalina 27, Bill Chapman. (11 boats)

EXPRESS 37 — 1) *Re-Quest*, Glenn Isaacson; 2) *Elan*, Cunningham/Reiss. (4 boats)

ISLANDER 36 — 1) *Windwalker*, Richard Schoenhair; 2) *Absolute*, Steve Schneider. (6 boats)

SANTANA 35 — 1) *AWB*, Darrel Louis; 2) *Ice Nine*, Brendan Busch. (4 boats)

J/35 — 1) *Kiri*, Bob George. (2 boats)

J/105 — 1) *Limelight*, Harry Blake; 2) *Blackhawk*, Dean Dietrich; 3) *Jose Cuervo*, Sam Hock. (9 boats)

NEWPORT 30 — 1) *Ruckus*, Paul von Wiedenfeld. (3 boats)

CATALINA 30 — 1) *Lochan Ora*, Paul Harwood; 2) *Eurydice*, Ken O'Donnell; 3) *Trey Shay*, John Jacobs. (7 boats)

OLSON 30 — 1) *Run Wild*, Dale Scoggin; 2) *Lurker*, Paul Martson. (4 boats)



J/29 — 1) *Advantage II*, Pat Benedict; 2) *Aqua Boogie*, Tom & Don Holland. (4 boats)

CAL 29 — 1) *Serendipity*, Thomas Bruce; 2) *Blue Jacket*, Bill & Holly O'Conner; 3) *Boog-A-Loo*, Nancy Rogers. (7 boats)

HAWKFARM — 1) *Notorious*, James Hirano; 2) *Predator*, Jim Wheeler; 3) *El Gavilan*, Nash Family. (7 boats)

TRITON — 1) *Bolero*, Ely Gilliam. (1 boat)

198 RATERS — 1) *Sagitta*, Islander 28, Walt George. (1 boat)

OLSON 25 — 1) *Honey's Money*, Jay Aiken; 2)

Barking Dog, Jeffrey Kroeber; 3) *Three Ring Circus*, Dave McMurtry. (7 boats)

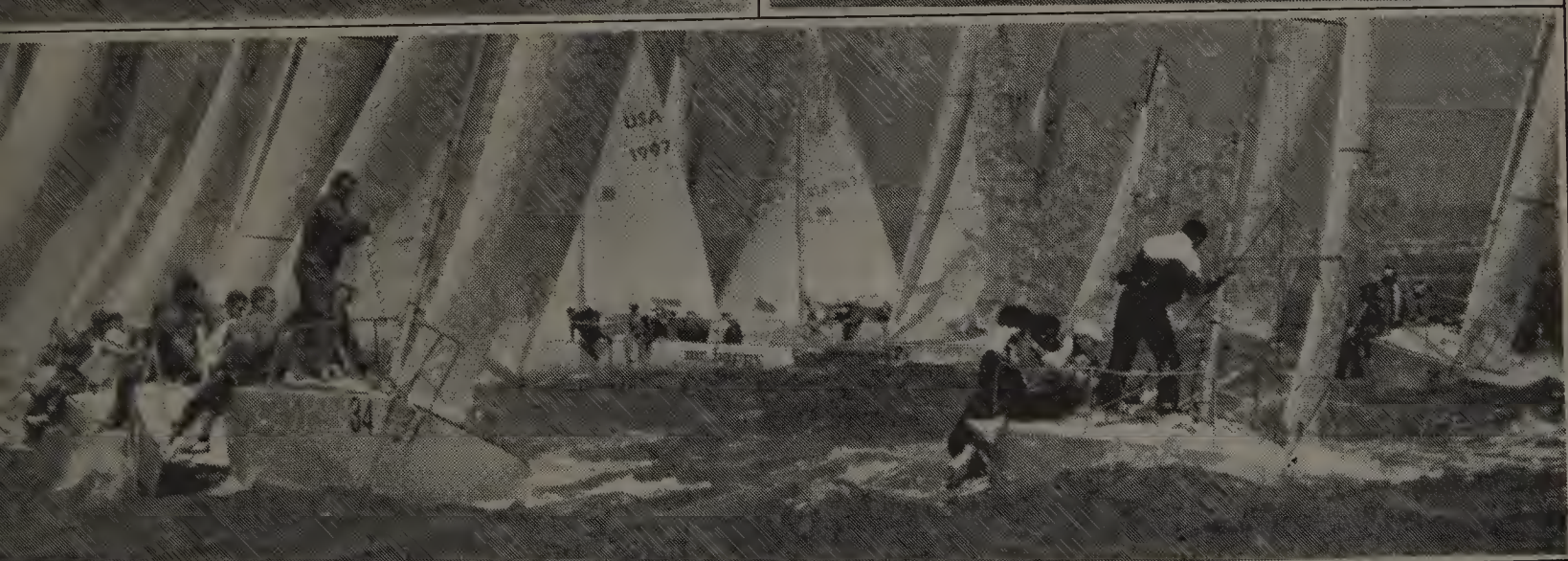
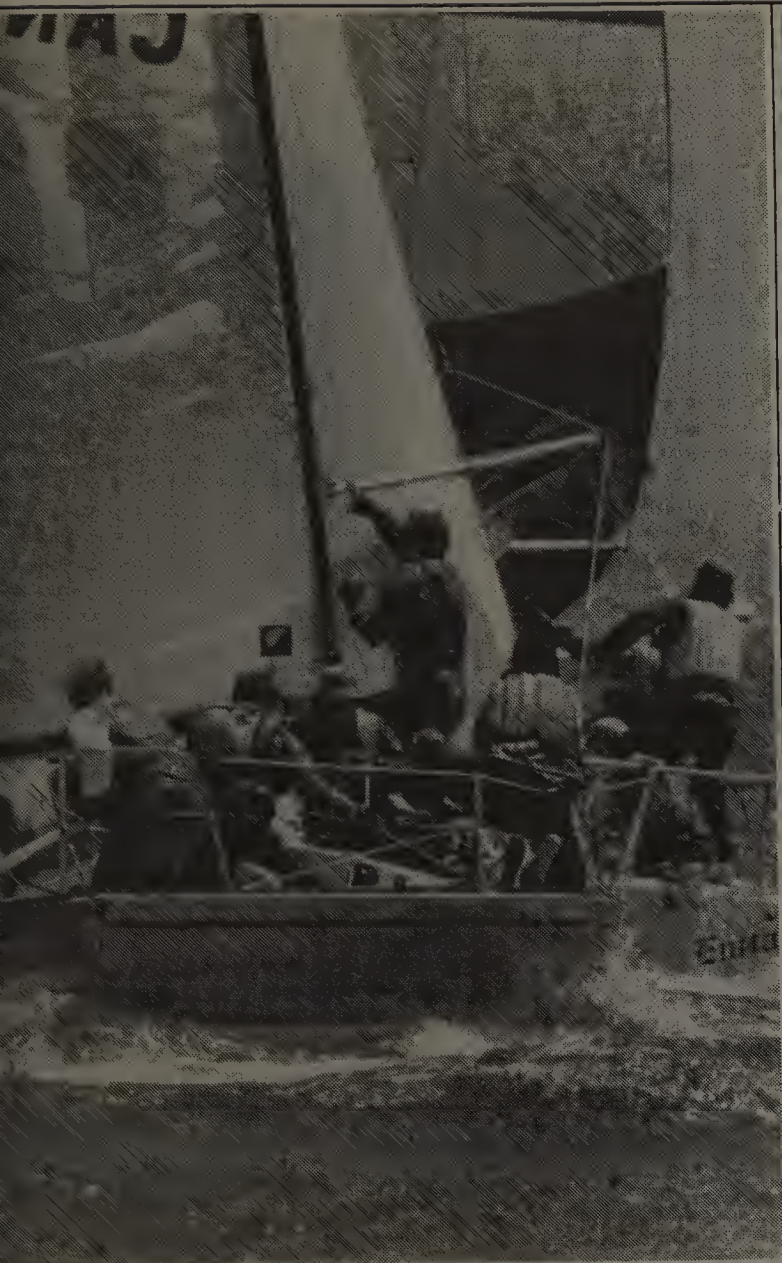
CHALLENGER — 1) *Murphy's Law*, Bill Murphy; 2) *Shay*, Tom Baldwin. (5 boats)

SANTANA 22 — 1) *Shazam!*, Bud Sandkulla. (3 boats)

ARIEL — 1) *Jubilee*, Don Morrison; 2) *Pathfinder*, Ed Ekers. (4 boats)

J/24 North Americans

"Don't cry for me, Argentina" would



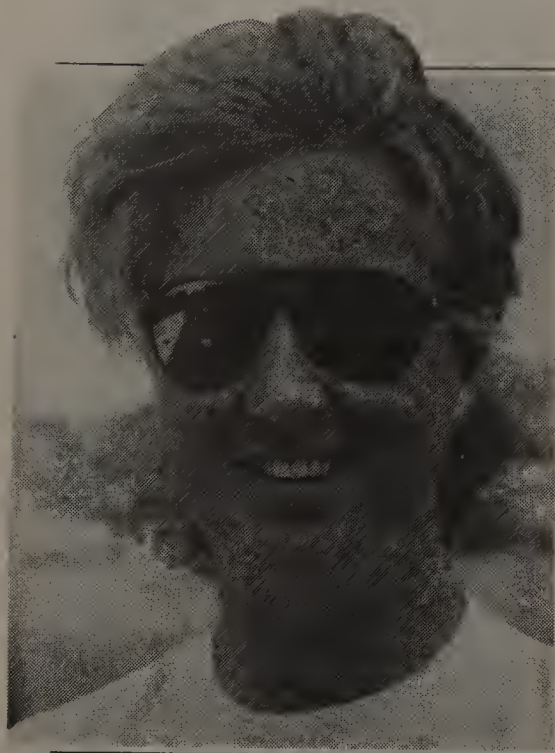
Hot and heavy action at the J/24 North Americans. All photos 'latitude'/jr.

Argentine gauchos, Guillermo Parada and Guillermo Baquerizas, claimed the silver and bronze, while local hotshot Seadon Wijsen took fourth. All races were windward-leewards on the Berkeley Circle.

Hutchinson was dazzling from the beginning. He had flown straight from the Admiral's Cup, where he had sailed on the German 47-footer *Rubin XIV*, to SFO, arriving just a few hours before the first race. Somehow he made the start, shrugged off any jetlag and, without any practice, aced the series opener — a harbinger of things to come. Hutchinson also ended the series with an exclamation

have been an apt theme song for Terry Hutchinson last month. The Annapolis-based Quantum Sails rep dominated a 42-boat fleet at the windy J/24 NAs, held August 14-17 at the always-busy St. Francis YC. With tactician Dave Moffett and crew Alex Camet, Dave Crocker and Will Jeffers, Hutchinson piloted his *Evita* to a stellar 1,4,1,2,1,1,3,1,4,1 record in the 10-race, no-throwout series. A pair of

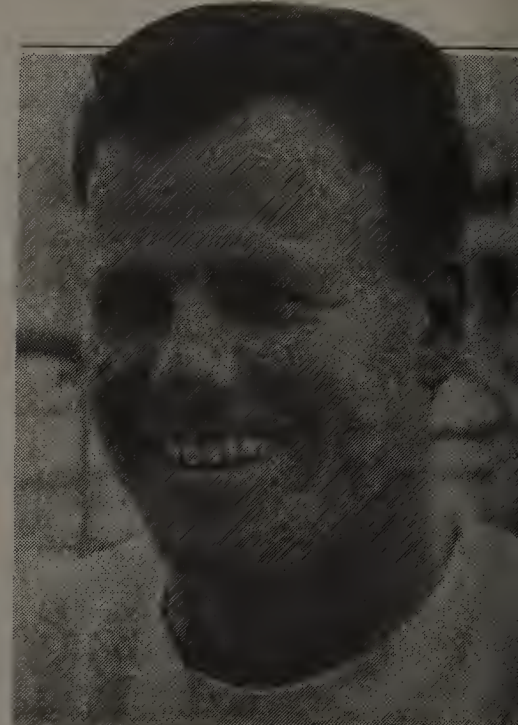
THE RACING



This month's silver sea gods — John Groen is the new Wylie Wabbit national champ.



Pat Bradley and his 21-year-old son Brendan crushed the fleet in the 50th Mercury Nationals.



Terry Hutchinson dominated the J/24 NAs and is poised to take the next two Worlds.

point — another bullet, instead of backing off and sailing conservatively as other sailors might.

"Terry sailed beautifully against a tough fleet, which included all the good guys except Chris Larson and Brad Read," noted Seadon. "He's been sailing in the fleet steadily for about six years, and deserved to win. Terry's got to be considered the favorite to win the next two Worlds." (The '97 Worlds will be held in Argentina this November, while the '98 Worlds will be on the Bay next July.)

With the exception of Wijsen — who sailed with Seamus Wilmot, Hogan Beatie, Brandon Paine and Andrew Whittome — the local J/24s sailors got mugged by the out-of-towners. "There were lots of blatant fouls out there, but the jury kept disallowing protests," mentioned one hometown skipper. "Their reluctance to enforce the rules contributed to turning the regatta into a bumper-car game, a total zoo even by J/24 standards." In the 15-25 knot winds, there was also a fair amount of carnage — collisions, broken booms and poles, and lots of blown spinners.

TOP TEN — 1) Terry Hutchinson, Annapolis, 19 points; 2) Guillermo Parada, ARG, 44; 3) Guillermo Baquerizas, ARG, 48; 4) Seadon Wijsen, SF, 69; 5) Chris Snow/Jimmy Wang, San Diego, 90; 6) Juan Ignacio Grimaldi, ARG, 110; 7) Keith Whittemore, Seattle, 119; 8) Alfred Constants, 132, New Jersey; 9) Tim Duffy, SF, 145; 10) Akira Iwade, JPN. (42 boats)

LOCAL SAILORS — 12) Jeff Thorpe; 17) Chris Perkins; 19) Phil Perkins; 21) Brian Goepfrich; 22) Andrew Tuthill; 25) Scott Sellars; 27) David Holscher; 28) Wayne Clough; 29) Kimo Winterbottom; 30) Jeff Littfin;

32) Rich Jepsen; 33) Brent Vaughan; 34) Bob Bailey; 38) Tom Kennelly; 40) Neal Ruxton.

More Championships

Another round of national sailing championships took place in and around the Bay Area last month, all of which deserve more coverage than what follows. If you want your class championship to get more in-depth press, please hold your event in the winter when nothing else is going on (just kidding). Also, don't schedule the regatta during our deadline, such as the I-14 Internationals are currently doing. We hear there has been a lot of carnage in that regatta, and that a Brit, Charles Stanley, is leading. (We also hear the sun is out, but won't know for sure until the magazine goes to the printer.)

Next month, the resurgent Olson 30s will duke it out for their national title (about 30 will race in conjunction with the NOOD). The Santana 35s and Olson 25s will also go at it, and no doubt a bunch of others. Will it never stop?

LASER RADIAL & LASER II (SFYC: Aug. 1-3):

RADIAL — 1) Alastair Gair, Murrays Bay SC (New Zealand), 4 points; 2) Brian Angel, King Harbor YC, 9; 3) Jim Christopher, Humboldt YC, 15; 4) Kimbal Hall, Richmond YC, 17; 5) Willi Edwards, Santa Barbara YC, 22; 6) Andre Toman, King Harbor YC, 23; 7) Thomas Flick, San Francisco YC, 28. (18 boats)

LASER II — 1) Gabe Crowder/Adam Dunn, Royal Hamilton YC (Bermuda), 15 points; 2) Dan Brandt/Rob Dean, LYRA, 15; 3) Chris Gaffney/Matt Mulock, NoYC, 18; 4) Jake Scott/Chris Breland, LYRA, 21; 5) Jason Martin/Dana Jones, Stockton SC, 27; 6) Levion Teborek/Ryan Donahue, Chicago YC, 29; 7) Ginny Cullen/Dawn McNevin, Royal Vancouver YC, 30; 8) Andy Schmidt/Brian Jenkins, StFYC, 31. (26 boats)

(5 races; 1 throwout)

WYLIE WABBIT (Santa Cruz YC: Aug. 1-3):

1) Mr. McGregor, John Groen, 11 points; 2) Tulewemla, Mark Harpainter, 13; 3) Hare Ball, Jim Malloy/Joe Hulse, 20; 4) Kwazy, Colin Moore, 23; 5) Wet Bunnis, Bill Gardner, 33. (8 boats; 8 races; 1 throwout)

Winning Crew — John Groen, Aaron Sturm, Holly Sherwood, Syd Moore.

SCHOCK 35 (Newport Harbor YC: Aug. 1-3):

1) Wings, Dennis & Sharon Case, SDYC, 23 points; 2) Mischief, Carolyn Hardy/Mike Pickney, BCYC, 35; 3) Whistler, Pete Johnstone/Claudia Wainer, BalYC, 38; 4) Water MoccasIn, Judi Gorski/Brad Wheeler, BalYC, 40; 5) Troublemaker, Alden & Adam Glickman, VYC, 53. (22 boats; 7 races)

MOORE 24 (Santa Cruz YC: Aug. 7-10):

1) Conococheague, The Collins/Seadon Wijsen, 31 points; 2) Great Pumpkin, Jim Maloney, 45; 3) Faculty, Dave Hodges, 58; 4) Kamikaze, George Wheeler, 58; 5) Adios, Scott Walecka, Ian Klitza, 65; 6) Immoral, Bruce Edwards, 70; 7) Bruzer, Gary Tracey, 75; 8) Typhoon, Tom Walsh, 75; 9) Moorgasm, Hank Niles/Chris Watts, 95; 10) Gelli Fetch, Shana Rosenfeld, 96; 11) Mercedes, Joel Verutti, 121; 12) Wet Spot, Mike O'Callaghan, 127; 13) Toxic Traller Trash, Eric Malmberg, 130; 14) Wildfire, Tom Conerly/Howard Ruderman, 130; 15) Minnow, Dan & Lisa Nitake, 140. (23 boats; 10 races; 0 throwouts)

Winning Crew — John and Elisabeth Collins, Seadon Wijsen, Dennis George, Dan Brousseau.

CAL 20 (Mission Bay YC: Aug. 8-10):

GOLD — 1) Station Wagon, Mark Folkman, Redondo Beach, 12 points; 2) Bandini Mountain, Mark Golison, Long Beach, 16; 3) Dino, Hank Scholfield, Long Beach, 16; 4) No Name, Dave Hammett, Costa Mesa, 20; 5) Happy Camper, Mike Burch/Ken Dair, Lomita, 26. (28 boats; 5 races)

SILVER — 1) T-Rex, Steve Washburn, Irvine, 7 points; 2) Magic, Colin Jackson, Vancouver, BC, 14; 3) What a Hoot, Burr Hope, Torrance, 15.4. (8 boats; 5 races)



ALL PHOTOS LATITUDE/ROB

Newlyweds Elisabeth and John Collins won the Moore 24 Nationals in their second attempt.

JUNIOR — 1) Tie Tie Two, Brian Angel, Redondo Beach, 3 points; 2) Incredible, Andrea Houven, San Pedro, 7. (3 boats; 3 races)

EL TORO NAs (Kaneohe Bay YC: Aug 3-9):

GOLD — 1) Kui Lim, Hawaii; 2) Hank Jotz, Weaverville; 3) Will Paxton, Richmond; 4) Vaughn Seifers, Richmond; 5) Yai Lim, Hawaii; 6) Dave Vickland, Alameda; 7) Vickie Gilmour, Richmond. (18 boats)

SILVER — 1) Leslie Clark, Hawaii. (18 boats)

INTERMEDIATE (ages 15-18) — 1) Rufus Sjoberg, Richmond; 2) Nick Nash, Richmond; 3) Rusty Canada, Tiburon; 4) Brian Luke, Hawaii; 5) Andrew Goodman, Richmond. (22 boats)

JUNIOR (under 15 years old) — 1) Tim Armstrong, Santa Cruz; 2) Brandon Benson, Hawaii; 3) Duncan Gilliam, SF; 4) Laurie Lau, Hawaii; 5) JV Gilmour, Richmond. (29 boats)

(6 races; 1 throwout)

FJ WORLDS (San Francisco YC: July 21-26):

1) Hans Cox, NED, 19 points; 2) Michinari Toda, JPN, 20; 3) Remco Sol, NED, 22; 4) Sachio Yoshida, JPN, 25; 5) Haruyo Horiuchi, JPN, 31; 6) Dudok van Heel, NED, 39; 7) Evelyn van Leur, NED, 42; 8) Adriaan Voors, NED, 43; 9) Frank Budde, GER, 44; 10) Hiroki Sekikawa, JPN, 47. (24 boats; 6 races; 1 throwout)

SANTANA 20 (Mission Bay YC: Aug. 11-15):

1) Still Wet, Tom Schock, Newport Harbor YC, 21 points; 2) Mighty Mouse, Charlie Ogletree, Houston YC, 22; 3) Disaster Area, Chris Winnard, MBYC, 24; 4) Bustin Loose, Rick Harris, Coronado YC, 37; 5) No Name, Yumio Domberg, Santa Monica YC, 41. (29 boats; 7 races)

Winning crew — Tom Schock, Tom Garrett, Shawn Patrick.

50th MERCURY (St. Francis YC: Aug. 20-22):

1) Old Buzzard, Pat & Brendan Bradley, StFYC, 6.25 points; 2) Space Invader, Dave West/John Daseking, RYC, 20.75; 3) Pacer, Pax Davis/John Hansen, StFYC, 25; 4) Christmas Pudding, Jack McAleer/Alex Mehan, MPYC, 25.75; 5) Italian Stallion, Chris & Nancy Lanzafame, StFYC, 36; 6) Stars, Jim & Kathy Bradley, StFYC, 39; 7) Stars, Jim Taylor/Walter Smith,

StFYC, 42; 8) Trilogy, Steve Kraft/Chris Micheni, MPYC, 43; 9) Significant Other, GT & Mickey Kolijeski, Santa Barbara YC, 49; 10) Fast Friend, Ted Goldbeck/Hal Olsen, SFYC, 52. (17 boats; 5 races; 0 throwouts)

LongPac Race

Northern Californians usually have good reason to feel that "Pacific" is an ironic name for the ocean just outside the Golden Gate, but that body of water showed its peaceful side for last month's Great Pacific Longitude Race, aka the LongPac. The Bay Area's Singlehanded Sailing Society sponsors this 400-mile ocean race, which occurs every other year in odd-numbered years. The idea is to sail to any point on longitude 126°-40' W, then turn around and head back to San Francisco. This guarantees a total trip distance of at least 400 miles, allowing participants to use the race to meet the prerequisite for sailing in the solo TransPac to Hawaii (another SSS event, which occurs biennially in even years).

Although many LongPac entrants sail in the race as a qualifier for the SSS TransPac, a surprising number of people do it simply for the personal challenge and enjoyment. In fact, about half of this year's entries were veterans of both the LongPac and solo TransPac who were doing the race again for fun.

There were 15 starters at the line on Wednesday, August 13: twelve boats in two singlehanded divisions, plus three boats in the recently established double-

handed division. The start took place in front of the Golden Gate YC in a very light breeze and moderate ebb. The wind picked up a bit for a portion of the outbound leg, but most people reported winds no greater than 18 or 20 knots. After doing the math, Ed Ruszel (*Chelonia*, Yankee 30) and Wen Lin (*Wenlemir*, Swan 47) realized that they were unlikely to finish in time to meet commitments ashore, so they headed home. The rest of the fleet pressed on towards the phantom turning mark beneath overcast skies. Stephen Hodges, sailing the Express 27 *Dianne*, claimed his theme song for the race was Pink Floyd's "Obscured By Clouds."

Once beyond the Farallones, most racers saw plenty of dolphins and whales. Carl Eshelman (*Audacious*, Peterson One Ton) saw at least one humpback do the famous whalewatcher-fluke-splash. Mark Deppe (*Berserker*, Ericson 38) enjoyed the company of whales as long as they were at a reasonable distance, but he began to feel nervous when they drew close enough to smell. He had good reason for anxiety: a whale collided with his boat during last summer's singlehanded TransPac.

As in many previous races, Mike Jefferson (*Foxyfyre*, Yamaha 33) fostered a sense of community by organizing two VHF and two SSB radio check-ins each day. Mike's crewmember, Claire Pitois, had to endure the cheery voices over the radio while she was feeling a bit under the weather. It wasn't until after the finish that she learned the ocean racer's se-

BOX SCORES

SVENDSEN'S SUMMER SPLASH (EYC: July 22):

JY TRAINER — 1) Nick Ward, MPYC. (3 boats)

JY TRAINER NOVICE — 1) Jennifer Frankel, EYC; 2) Kacy Hayes, EYC. (6 boats)

EL TORO — 1) Lyndsay Wylie, EYC; 2) Jessica Harless, EYC. (6 boats)

CFJ — 1) Jay & Justin Scott, EYC. (3 boats)

LASER RADIAL — 1) Ben Mayer, SFYC; 2) Christian McKannon, SFYC. (6 boats)

LASER — 1) RJ Ward, MPYC; 2) Casey Pelletier, EYC; 3) Courtney Pelletier, EYC. (15 boats)

SUMMER KEELBOAT (SFYC: Aug. 9-10):

ETCHELLS — 1) Mr. Natural, Bill Barton, 3.5 points; 2) Celebration, Henry Fischer/Doug Morss, 10; 3) Air Tuna, Jim Gregory, 11.34; 4) Ice 3, John Jansheski, 12; 5) Volition, Ed Kriese, 13. (13 boats)

EXPRESS 37 — 1) Re-Quest, Glenn Isaacson, 4.5 points; 2) Sleeper, Joseph Andresen, 5.75; 3) Bliss, Mike Grisham, 7. (7 boats)

J/35 — 1) Kiri, Bob George, 3.5 points. (3 boats)

(3 races; 0 throwouts)

FLIGHT OF THE SWANS (NHYC: Aug. 8-10):

CLASS I — 1) Carina II, Swan 46, Barbara Colville-O'Donnell, NHYC, 8 points; 2) Canis Lupus,

Swan 441, John & Julie Thoma, LAYC, 15; 3) Wind-swept, Swan 57, Max & Pam Phelps, SDYC, 15. (8 boats)

CLASS II — 1) Viva, Swan 36-N, Roger Wacker, Cal YC, 11 points; 2) Wahoo, Swan 371, Aaron Lang, NoYC, 14; 3) Arrakis, Swan 40, Buzz Remde, SWYC, 17. (6 boats)

OVERALL — 1) Carina II, 10 points; 2) Canis Lupus, 22; 3) Viva, 22. (14 boats)

(5 races; no throwouts)

FRANK'S TRACT (Andreas Cove YC: Aug. 9-10):

SPINNAKER — 1) Quickle, J/24, 3 points; 2) Geronimo, Express 27, 9. (3 boats)

NON-SPINNAKER — 1) Playpen, Hunter 30, 3 points; 2) Millie G, Ericson 27, 9; 3) La Brlosa, Sun 27, 15. (5 boats)

(5 races; 1 throwout)

OCEAN BAY OCEAN (Treasure Island YC: Aug. 9):

PHRO I-A — 1) Blue Chip, Mumm 36, Walt Logan; 2) Recidivist, Schumacher 39, Colin Case. (6 boats)

PHRO I-B — 1) Petard, Farr 36, Keith Buck. (3 boats)

PHRO II-A — 1) Je T'Alme, J/42, Pat Nolan; 2) Ice Nine, Santana 35, Brendan Busch. (4 boats)

THE RACING

cret: thou shalt always pretend to be feeling as wonderful as can be, even if thy cookies are being tossed at that very moment. At least she wasn't aboard Tom and Greg Cody's C&C 30 *Sorcerer*, where a herd of Gummi Bears turned into a disgusting technicolor glop all over the cockpit — enough to keep anybody from feeling very well!

Out at the magic longitude, a light breeze did little to dissipate the occasional thin fog that reduced visibility. One would not expect to see many other boats that far offshore, but Terry McKelvey (*Sensei*, Cal 2-27) saw another racer headed back in when she was just a few miles shy of her turnaround point. The other boat appeared to be on an intersecting course, and (heh, heh) was on port tack. She was gleefully preparing to shout "starboard!" over the VHF, but the other boat had been tracking her on radar and altered course before she got the chance.

For many racers, the return leg was long and tedious. Just about everybody ended up ghosting back to the coast in variable breezes of a few knots at best. Stephen Faustina (*Solitaire*, Barnett 42) probably spoke for many when he said that the trip included some of the most frustrating sailing he's ever experienced. Mike Dranginis (*Compass Rose*, Ericson 30+) claims that he turned into an expert at telling the difference between a boatspeed of 1.5 and 1.6 knots. Craig O'Connor (*Sierra Express*, Crealock 37) used the calms as an opportunity to get in a little fishing. After landing nine albacore tuna, his desire for sushi was sat-

LATITUDE/JR



'Berserker', seen here at the start of the '96 SSS TransPac, won the singlehanded division of the recent LongPac.

isfied and his freezer was full.

With such mild conditions, it's no surprise that very few equipment failures were reported this year. Still, with sailboats, it seems that something just has to go wrong. Dave Smith (*Magic Carpet Ride*, Passport 40) had alternator trouble that resulted in a severe shortage of electrons and the subsequent loss of self-steering for much of the race. Bob Crawford and his 16-year-old daughter Kendra (*Now or Never*, Ericson 32) had to resort to being very resourceful when their head broke. Dale Parshall (*Giggles*, Bal-

tic 38) was first to finish the race, but only a couple of minutes before crossing the line he watched his babystay simply fall off the mast.

Of the 15 starters, 11 officially completed the race, although 13 boats did sail most of the 400-mile course. Jay Capell (*Leilani Too*, Catalina 36) called in to take a DNF on the way back home when he accidentally became a powerboat. Jay unknowingly knocked the boat into gear while the engine was running to charge the batteries; he didn't discover it for some time because he was below fixing lunch.

Regardless of where people placed in the race, everyone spoke enthusiastically about the experience. First place or last, just completing the LongPac can provide

BOX SCORES

PHRO II-B — 1) *Trial Run*, Passport 40, Jack Bieda; 2) *Scotch Mist*, Cal 39, Raymond Minehan. (5 boats)
MORA I — 1) *E-Ticket*, Olson 30, Chuck Allen; 2) *Zephyros*, Olson 30, Cal Maritime Academy; 3) *Mirage*, Express 27, Terry Cobb; 4) *Friday*, Express 27, John Liebenberg; 5) *Summer Palace*, Express 27, Bart Harris. (24 boats)

MORA II — 1) *Takeoff*, Laser 28, Ron Byrne; 2) *Redux*, Olson 911-S, Nick Barnhill; 3) *Latin Lass*, Catalina 27, Bill Chapman. (11 boats)

SHS — 1) *Grey Ghost*, Zaal 38, Doug Grant; 2) *Giggles*, Baltic 38, Dale Parshall; 3) *Tamarin*, Sabre 30-III, Richard Burton. (6 boats)

MULTIHULL — 1) *Erlin*, Antrim 30+, Dan Buhler. (1 boat)

HDABONITA RACE (Sausalito YC: Aug. 16: 14.3 miles):

DIV. F — 1) *Bad Boy*, F-28, Gary Helms. (1 boat)
DIV. G — 1) *InfraRed*, Davidson 44, Richard Peck; 2) *Recidivist*, Schumacher 39, Colin Case. (6 boats)

DIV. H — 1) *Abracadabra*, Antrim 27, Dennis Surtees; 2) *My Rubber Ducky*, Hobie 33, Lee Garami; 3) *Family Hour*, Olson 30, Bialer Family. (9 boats)

DIV. J — 1) *Ixxis*, Olson 911-S, Ed Durbin; 2) *Harp*, Catalina 38, Mike Mannix. (4 boats)

DIV. K — 1) *Mintaka*, C&C 36, Gerry Brown; 2)

Jammin', Catalina 36, Mike Lamb. (4 boats)

DIV. L — 1) *Bloodvessel*, B-25, Margaret Gokey. (3 boats)

DIV. M — 1) *Dulcinea*, Killerwhale, Mathiesen/Pritchard; 2) *Latin Lass*, Catalina 27, Bill Chapman. (6 boats)

FALL ONE DESIGN (SCYC: Aug. 16: 2 races):

SC 27 — 1) *Clao*, Andy Carson, 2.75 points; 2) *California Zephyr*, Peter Dalton, 6.75; 3) (tie) *Sumo*, Cassady/Livingston, and *Kurzwelle*, Bret Gripenstraw, 7. (7 boats)

MOORE 24 — 1) *Una Mas*, Larry Peterson, 2.75 points; 2) *Gellifetch*, Shana Rosenfeld, 4.75. (4 boats)

TUNA 22 — 1) *Tara*, Jim Samuels, 1.5 points; 2) *Surge II*, Charlie Roskosz, 5. (5 boats)

ULLMAN SAILS SoCAL PHRF CHAMPIONSHIP (Balboa YC: Aug. 16-17: 5 races):

DIV. A (<57) — 1) *High 5*, Farr 40, Ross Ritto, 7 points; 2) *KT's Choice*, Tripp 40, Bud Stratton, 16.5; 3) *Tabasco*, CM 1200, John Wylie, 17.5. (9 boats)

DIV. B (63-87) — 1) *White Knight*, Farr 40, Phil Friedman, 14 points; 2) *Rag Tag*, J/35, Schofield/Burns, 15; 3) *Mischief*, Schock 35, Carolyn Hardy, 15. (12 boats)

DIV. C (90-111) — 1) *Vendetta*, Olson 30, Ernie Richau, 8 points; 2) *Ebullient*, Pinnacle 30, Bunney/Shampain, 15; 3) *Miss Ali*, Adhara 30, Dan Harlan, 17. (10 boats)

DIV. D (96-132) — 1) *Lorenza*, Baltic 38, John Donahue, 7 points; 2) *Sorcerer*, NY 36, Bill McKee, 12; 3) *Redline*, Santana 30 GP, Bob Marcus, 19. (10 boats)

DIV. E/F (133-up) — 1) *Nemesis*, CF 27, Geoff Longnecker, 15; 2) *Jezébel*, B-25, Kevin Wolfe, 17; 3) *Amorous*, Capo 26, Chuck Holland, 19. (15 boats)

SOUTH BAY YRA #5 (CPYC: Aug. 16):

DIV. I — No finishers due to missing mark. (5 boats)

DIV. II — 1) *Jet Lag*, Catalina 34, Roger Roe; 2) *Chiquita*, Catalina 36 TM, Hank Schade. (4 boats)

DIV. III — 1) *Hardtack*, J/24, Charles Allen. (3 boats)

DIV. IV — 1) *Chablis IV*, Cal 25 Mk. II, Dave Few. (2 boats)

OMEGA WORLD MATCH RACE RANKINGS:

1) Russell Coutts, NZL, 12070 points; 2) Peter Gilmour, AUS; 11779; 3) Ed Baird, USA, 11657; 4) Bertrand Pace, FRA, 11021; 5) Chris Law, GBR, 10376; 6) Sten Mohr, DEN, 10258; 7) Peter Holmberg, ISV, 10140; 8) Thierry Peponnet, FRA, 10049; 9) Morten Henriksen, DEN, 9610; 10) Magnus Holmberg, SWE,

a deep sense of satisfaction and accomplishment.

— craig haggart

SINGLEHANDED I — 1) Berserker; 2) Giggles; 3) Audacious. (5 boats)
SINGLEHANDED II — 1) Sierra Express; 2) Sensei; 3) Dianne. (7 boats)
DOUBLEHANDED — 1) Sorcerer. (3 boats)

Race Notes

Sale boats of the month: RYC member John Sullivan has forsaken his Catalina 42 **Wianno** in favor of a new J/105, which will be delivered in September. . . Three more new **J/120s** are on their way to Acapulco, bringing the one design fleet down there up to six. . . Two more **Mumm 30s** have arrived on the Bay: Wayne Truitt's **Mumm's the Word** (which will spend summers on Lake Tahoe) and Larry Hoffman, Sr. and Jr.'s slightly used **Rush** (formerly owned by East Coast boat collector Tom Stark). The Hoffmans previously owned the well-travelled SC 50 **Yukon Jack**. The local Mumm 30 fleet is now up to four and growing.

More good news: San Francisco YC

member Scooter Simmons recently bought a Bashford-Howison 41 from Hong Kong which he has renamed **Cha-Cling** (ex-Wizard). Previously, Simmons owned the Baltic 38 **Gemini**. . . Mark Thomas's N/M 39 **Raven** will debut on the Bay next month, going up against sistership **Jack-Rabbit**, which once again has a mast. . . The rumor mill has it that a Corel 45 and a Farr 40 will also be gracing the Bay by early next year. Pinch us if we're dreaming, but it appears that the local big boat fleet is rebuilding. . . Newport Beach just picked up another big boat, too — Pete Andersen purchased the Wylie 46 **Kropp Duster**, an early generation IMS boat, from the East Coast.

Here and there: Bill Siegel's WylieCat 30 **Mustang Sally** capped off a successful European tour with a 6th in class (out of 44 boats) at Cowes Week. That regatta attracted 930 boats in 30 divisions, living up to its claim as the biggest and oldest sailing event going. **Sally** is currently for sale for \$75,000. . . Local sailor Jim Christopher of Eureka topped the 28-boat fleet at the **Laser Master PCCs**, held August 9-10 at Eureka YC. Jay Winberg of Seattle was second. . . Australian-born match racer **Neville Wittey** and a crew from Coronado Cays YC wrestled the Lipton Cup away from defending champion Balboa YC, where it has lived for the last five years, at the end of July. Sixteen SoCal clubs fielded Schock 35s for the prestigious event, with the following teams rounding out the top five: 2) Balboa YC, Jack Franco; 3) Cal YC, Frank Glynn; 4) Bahia Corinthian YC, Mike Pickney; 5)

Malloy; 5) **Crash Test Bunny**, Jerry Keefe; 6) **Wasta**, Richard Jarratt. (6 boats)

FEAR & LOATHING (SFYC, Aug. 16-17):

MELGES 24 — 1) **Sea Monster**, John Oldham, 4 points; 2) **Agent 99**, Dimitris Dimitreelis, 11; 3) **Incubus**, David Wadbrook, 15; 4) **Holy Sheet**, Bob Dreyer, 17. (9 boats; 5 races; 1 throwout)

SIMPSON/SPORTBOAT (SIFYC, Aug. 23-24):

MELGES 24 — 1) **Casey Jones**, Don Jesberg, 12 points; 2) **USA #282**, Darin Buchalter, 14; 3) **Sea Monster**, John Oldham, 18; 4) **Trallblazer**, Chris Collins/Mike Wooten, 27; 5) **Twist & Shout**, Jessica Lord, 30; 6) **Incubus**, David Wadbrook, 40; 7) **2XL**, Greg Malanson/Jim Bradley, 46. (16 boats)

J/24 — 1) **Grinder**, Jeff Littin, 15 points; 2) **Snow Job**, Brian Goeprich, 15; 3) **Casual Contact**, Don Oliver/Seamus Wilmot, 17. (8 boats)

ETCHELLS — 1) **Ice 3**, John Jansheski/Jeff Madrigali, 8 points; 2) **I Love My Wife**, Craig Healy, 14; 3) **Celebration**, Henry Fischer/Doug Morss, 20; 4) **White Jacket**, John Sutak, 34. (14 boats)

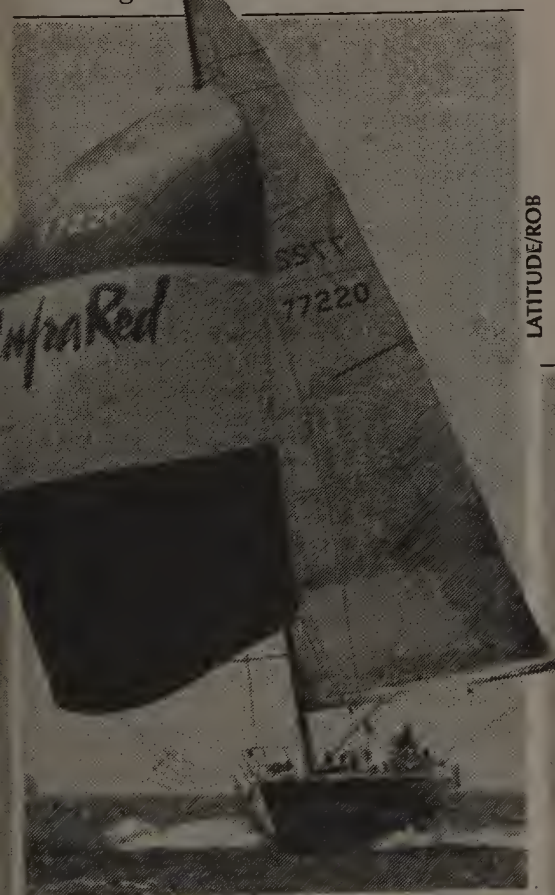
11:METRE — 1) **Blue Dog**, Tim Wells/Ed Sport, 12 points; 2) **Team Citibank**, Tom Dinkel, 13. (6 boats)
(6 races; no throwouts)

San Diego YC, Dennis Conner. "It's not a bad thing that the Cup is leaving Newport," noted Franco. "People get bored sailing in the same location every year."

Don't miss the boat: San Diego YC has moved the destination of their biennial winter **Mexican Race** from Mazatlan to Puerto Vallarta. The race will offer staggered starts beginning on February 4, and is expected to draw a bunch of Turbo-Sleds, including the still-mysterious new **Zephyrus IV**. Call the club at (619) 221-8400 for details. **MEXORC** is slated to begin on February 28, which should allow a one-week breather between the events. . . The 2,308-mile **Vic-Maui Race** will offer starts on June 23, 25 and 27. Some boats will be trying to break **Pye-wacket's** 'other' record (9 days, 19 hours, 36 minutes, set in 1996), while others will be using it as a fast delivery to the following month's **Kenwood Cup**. That regatta, which will once again feature the maxi boats, is scheduled for August 3-14.

Surly guys: Sir Robin Knox-Johnston, who co-skippered **Enza** around the world with Sir Peter Blake to briefly hold the Jules Verne Trophy, has announced his plans to build a **120-foot catamaran** for The Race, the no-holds-barred circumnavigation set for December 31, 2000. Nigel Irens will design the behemoth. . . **Christine**, Fred Priess' relatively new 100-footer, plowed into a reef during late July's Santa Barbara to King Harbor Race. The impact mangled the hollow keel, which doubles as a fuel tank, and injured several crewmembers, one of whom was airlifted off with six broken ribs and a broken arm. The Andrews 70 **Alchemy** was the first big boat to finish. . . Dick DeVos' **Windquest**, with John Kostecky calling the shots, was the top 1D-48 at the **Verve Cup** in Chicago. Steve Mash's cleverly-named N/M 39 **Hot Lips** topped the 16-boat IMS class.

Hawaiian eye: Nine boats in two divisions competed in the inaugural **Asahi Super Cup**, a new two-day, four-race series off Waikiki. While many of the boats were under charter to out-of-towners — which was apparently the purpose of this regatta — a pair of locals took top honors. Skip Winterbottom won the 6-boat PHRF class with his Lidgard 35 **Desperado**, while Fuzz Foster sailed **Rattle 'n Hum** to victory over a pair of other J/24s. . . The El Toro North Americans were also held in Hawaii last month, with local hero **Kui Lim** claiming the title for an unprecedented eighth time. . . Next summer's **West Marine Pacific Cup** is filling up fast, with 22 boats now paid up. **Scorpio**, **Octavia** and **Bay Wolf** are among the re-



'InfraRed' took a bullet in HDA's Bonita Race.

9475. (as of 8/18)

WABBIT WIVER WUN (Aug. 16; approx. 50 miles):

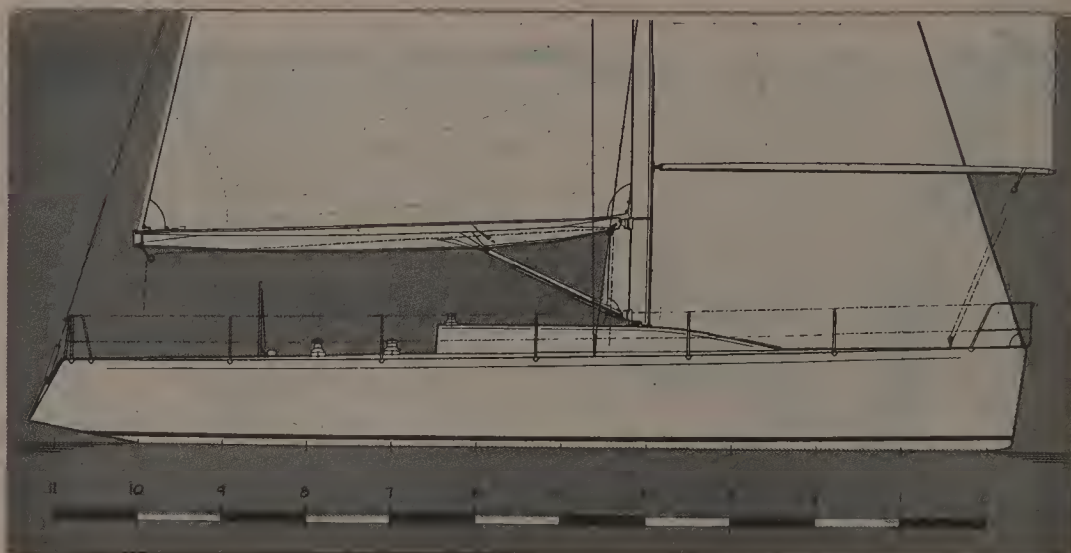
1) **Tulewemla**, Mark Harpenter; 2) **Mr. Bill**, Bill Partridge; 3) **Kwazy**, Colin Moore; 4) **Hare Ball**, Jim

THE RACING

cent sign-ups. Rumor has it that Doug Baker is planning to enter his Andrews 70+ **Magnitude**, which will soon be sporting a Hall Spars carbon fiber rig to replace the one they lost in the TransPac.

Bull market: Bob Garvie, who previously owned three *Bullseyes* (a Tripp 40, a N/M 43 and a N/M 39) and currently sails his Mumm 30 *Bullsette*, is going ahead with his latest project — a semi-production racer called the **N/M West Coast 45**. Garvie has ordered hull #1, which will be built by Westerly Marine in Costa Mesa. Unlike the Corel 45, the design isn't intended to be a strict one design class and, as such, will be offered in several different configurations ('conventional' or the currently popular runnerless, swept-back spreaders, non-overlapping jib style). The concept seems to have a lot going for it — a West Coast designer and builder to service the boats, a size range that's big enough for offshore races yet small enough to be easily handled around the buoys, and the option of customizing the boat to individual tastes while still keeping the ratings within seconds of each other.

Road warriors: Tiburon 'soccer mom'



Westerly Marine will supposedly begin building the first N/M West Coast 45 next month. Note how far forward the wheel is located.

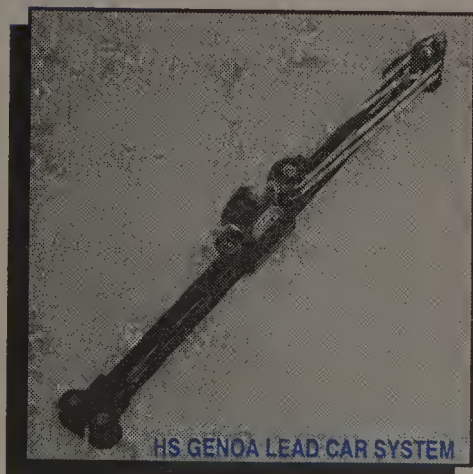
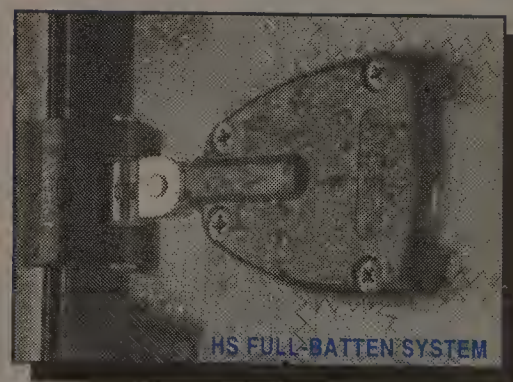
Vicki Sodaro and crew (Stephanie Wondolleck, Karina Vogen, Michelle Ostrander, Dawn Miller, Linda Lockwood) are the lone Bay Area competitors in next month's seventh biennial Rolex International Women's Keelboat Championship in Newport, RI. The crew is trailering Sodaro's J/24 *Oops* back for the 10-race regatta, which is expected to draw 250 of the world's top women sailors. . . Skipper

Ruth Berkowitz, Maureen Ford and Jessica Lord earned the right to represent Area G at the upcoming Adams Cup (New Orleans, Flying Scots, Sept. 17-21).

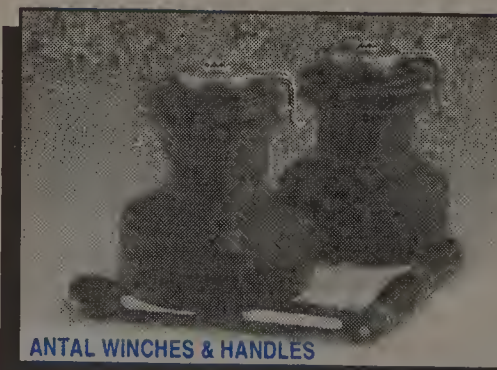
Meanwhile, **Will Benedict**, with crew John Oldham and Chuck Asper, will represent our US Sailing region at the Mallory Trophy (New Orleans, J/22s, also on September 17-21). . . Last month, Dave Wilson, Sr. and Jr. and Chris Perkins hauled took their J/35 **Major Damage** up to Washington for three one design regattas (J/Fest Northwest, Whidbey Island Race



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Week, and the Cowichan Bay Regatta) — and took three bullets! "Flat water, beautiful scenery, short and T-shirt sailing. . . I'd completely recommend these regattas to anyone!" said Wilson, Jr.

Maxi circuit: Larry Ellison's Farr 78 **Sayonara** won the latest Maxi Class skirmish, the six-race Copa Del Rey Regatta in Palma de Mallorca, Spain, in fluky conditions. **Falcon 2000** was leading the event going into the finale, but finished that all-important light air race last while **Sayonara** pulled out a second. Final results were: 1) **Sayonara**; 2) **Falcon 2000**; 3) **Boomerang**; 4) **Sagamore**; and 5) **Alexia** (ex-**Windquest**). NorCal sailors among **Sayonara**'s crew for this regatta included Billy Erkelens, Stu Felker, Dave Gruver, Craig Healy, Mike Herlihy, Jeff Madrigali, Mark Rudiger, John Shaw and Scott Vogel. The next maxi regatta will be the Worlds, scheduled for September 8-14 off Sardinia. The same five boats are expected to compete, along with Hasso Plattner's R/P 80 **Morning Glory**.

The latter boat skipped the Copa Del Rey Regatta in favor of competing in the Fastnet Race. Despite dismasting for the fourth time (while 40 miles into the 187-

mile Channel Race), **Morning Glory** recovered to win the IMS portion — arguably the part that matters most — of the Fastnet Race overall. For their efforts, the crew took home six trophies: first in class, first overall, first to Fastnet Rock, first to finish, top navigator (Phil Garland of Hall Sails, RI), and top three-boat team with two other boats from Kiel YC. Two of the five Ericsson 80s competing in the race beat **Morning Glory** home by two hours, but they weren't rated in the IMS standings because they carry water ballast and huge asymmetrical kites. With a new keel and a crew top-heavy with **Black Magic** America's Cup vets, **Morning Glory** just may ambush **Sayonara** at the Worlds. . . if they keep their mast up!

Speaking of the Fastnet, this was the first time that the RORC has allowed multihulls to race. Three 60-foot trimarans took the bait, with Laurent Bourgnon's **Primigaz** finishing in 45 hours, 44 minutes, which was 11 minutes ahead of Loick Peyron's **Fujicolor** and 14 hours ahead of the first monohull, the Ericsson 80 **BIL**. That's only a 13.3-knot

average, nothing stellar for these boats — until you realize that Bourgnon and his six-man crew sailed the 255 miles from Fastnet Rock to the finish in just 14 hours! That's an 18-knot average, an eye-opening performance that surely wasn't lost on the mostly monohull audience.

Grand prix circuit: Peter Walker's 66-foot Kell Steinman-designed mini-sled **Foxtel Amazon** knocked almost eight hours off the course record in the 386-mile Sydney to Gold Coast Race, averaging 12.7 knots for the windy downwind race. **Exile**, Warwick Miller's Hong Kong-based avocado green R/P 66, lost her carbon fiber rig over the side when a spreader end failed. Two weeks later, however, **Exile** bounced back to take overall honors in the TAG Heuer-Ansett Australia Big Boat Series at Hayman Island. . . Ludde Ingvall's **Nicorette** won the six-event **Ericsson 80 World Championship** by 2.5 points over Ross Field's **Banque Internationale Luxembourg**. Four boats sailed in the series, which culminated in the Fastnet Race. The huge Ericsson 80s (Farr designs that began life as Grand Mistral) carry about four tons of water ballast (equivalent to roughly 40 people on the

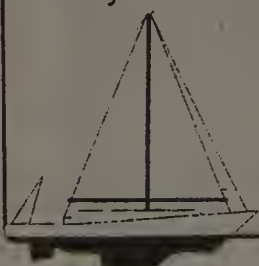
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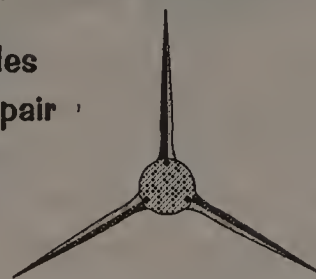
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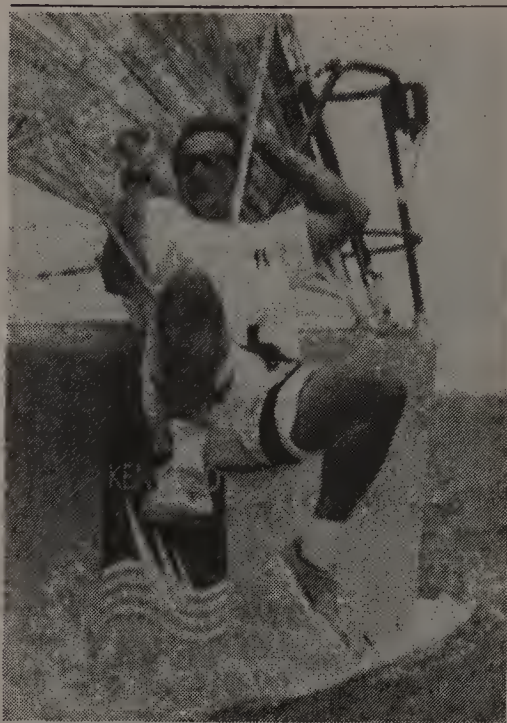
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THE RACING SHEET

rail), yet are limited to a one very busy 15-man crew.

Sad news: **Karl Dake**, one of the driving forces behind the local Catalina 27, lost a long battle to cancer in late July. Dake, a Berkeley research psychologist, who was only in his early 40s, won the fleet championship numerous times with *Pert*. "He was always a fierce competitor, yet maintained a corinthian spirit," noted fellow Catalina 27 sailor Steve Reinhart. "I only saw Karl fly a protest flag once, after he was hit by another boat. He was truly a gentleman racer." Our condolences to Dake's spouse, Linda Brandon, his family and his many friends. . . Former America's Cup winner **Bus Mosbacher** passed away last month, too. Mosbacher — another corinthian sailor who, among other things, was a member of Richard Nixon's cabinet — defended the Auld Mug with *Weatherly* in '62 and *Intrepid* in '67. He was also a two-time Yachtsman of the Year, an SORC winner and a perennial IOD champion.

Head over heels: The U.S. team sailed a near-flawless series to win the Admiral's Cup last month, which is nothing but good news for IMS sailing in this coun-



Flash moves: Dave Navin hanging ten in Hawaii. He went swimming in England, but luckily it didn't matter in the end.

try. There was, however, a minor bump on the road to victory, when **Flash Gordon** bowman David Navin slipped on a

wet spinnaker and fell overboard in the second race. It took two minutes to retrieve him, dooming FG to a last place finish in their otherwise brilliant series. Regular readers might remember Navin from a *Sightings* piece about his acrobatic antics on the bow of *Flash Gordon 2* at last year's Kenwood Cup (see photo). Hopefully, his shipmates will buy him a new pair of deck shoes before the Big Boat Series.

Here comes the judge: The bitter five-year-old **patent dispute** between Sobstad Sails and North Sails finally reached the courtroom last month, and could well be settled by the time you're reading this. The case dates back to September 1992, when **Sobstad sued North**, claiming that the latter's 3DL manufacturing process violated their patented Airframe process. Sobstad is seeking an undisclosed financial settlement, as well as an injunction to stop North from making 3DLs in the future. . . which would seem improbable, as it would basically put North out of business. Sobstad already receives a 'licensing fee' from UK Sails to build its Tape Drive Sails. We'll follow up on this story next month.

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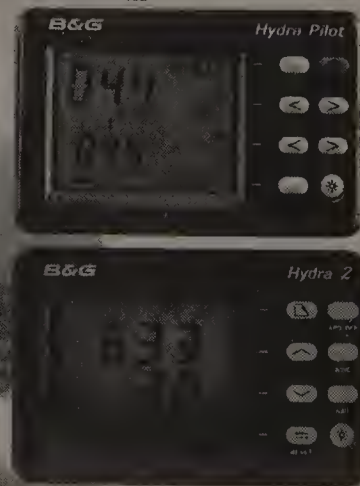
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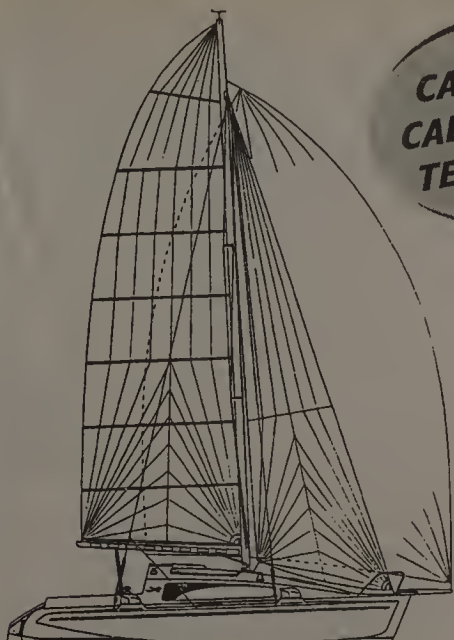
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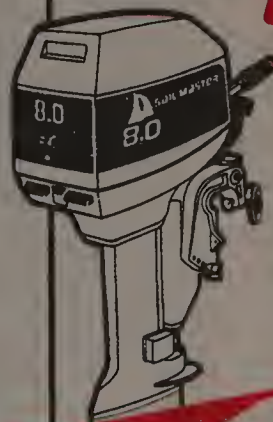
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CHANGES

With reports this month from **Free Fall** on the cruising community's two biggest taboos; from **Evergreen** on their Pacific Puddle Jump; from **Canvasback** on as sweet a 13-day ocean crossing as can be imagined; from **Ceilydh** on sailing from Mexico to Panama with stops in Central America and Costa Rica; from **Charles Kurlander** on the basics of fishing in Mexico; and **Cruise Notes**.

Free Fall — Cal 30 Kevin Donnelly & Amy Sullivan That Shalt Not . . . (San Diego)

[The following is excerpted from Amy and Kevin's fine new book, *Cruising 101*, which should be available at most bookstores soon.]

Some codes found in the cruising community are age-old and were written in stone long ago. In the modern era, some of these social rules appear to have become lax. Not so in the cruising community. It is a bit old-fashioned when it comes to respect for the family circle.

Do not covet your neighbor's spouse, girlfriend, boyfriend or 18-year-old son or daughter. Hopefully that covers all the bases. We were somewhat surprised at this 'code of conduct' we observed early in the game. It took us awhile to formulate an opinion on what was very obvious while attending the social gatherings.

Flirting amongst couples, even with drink and merriment, was not excessive or, as we now conclude, even acceptable. What was curious is the fact that these folks were by no means puritans.

Relationships in the cruising lifestyle are held in high regard. Folks who have

Kevin and Amy exchange wedding vows onaboard at Puerto Escondido, Baja. After a two year absence, they'll soon return to their boat.



COURTESY FREE FALL

learned to live together in close quarters and who have experienced some of the not-so-fun part of the cruising game have become almost single entities as much as they have grown as individuals.

The moral of this message is, if you're predisposed to flirting, be aware that it could stop your cruising experience dead in its tracks. Cruisers tend to be open and willing to communicate across gender lines. Those new to the cruising community should not mistake this openness for anything more than a platonic friendship. A quick way of excluding yourself from the community would be to conduct yourself with the attitude that anyone who is uncommonly friendly with you puts them on a 'hit list'.

There is one more taboo of equal consequence: Not rendering assistance to another vessel in distress. We can think of no quicker way, other than the aforementioned taboo, to be ostracized from the community.

If there is any one action to illustrate the character of an individual, it is the willingness to get involved for the sake of helping another vessel in distress. Conversely, there is probably no better way to outcast oneself from the cruising community than to be marked as a person who doesn't get involved in the emergency of a fellow cruiser.

We have witnessed another cruiser sit by and watch others rescue a dragging vessel, one that was bearing down on his own, and do nothing — not even offer a word of thanks to those who helped avert disaster. This lack of action was not only noted by others, it was also passed on as necessary information to the rest of the fleet.

— amy & kevin 8/20/97

Evergreen — Tiburon 36 Gary and Kathleen Tucker Puerto Vallarta To The Marquesas (Clatskanie, Oregon)

Andy Turpin of *Latitude* came to

Right; never underestimate the beauty and grandeur of Nature while on an ocean crossing. It's magnificent!

IN LATITUDES

Puerto Vallarta in March to talk with the cruisers poised for crossing to the Marquesas. Andy and his wife graciously held a casual party, took photos, interviewed us, and gave us a great burgee denoting our upcoming attempts at 'Puddle Jumping'. We made the 'puddle jump' aboard *Evergreen* and would like to share our impressions on a first ocean passage.

We would not recommend PV for provisioning for an ocean crossing, as there seemed to be much more available in both La Paz and Mazatlan. Canned meat was especially scarce. Had we to do it over, we'd take better advantage of Sam's Club in Mazatlan.

Nonetheless, we'd still make our final departure from PV because of the advantages made possible by Time Changers, a little restaurant and marine service owned by a young American family who cruised the South Pacific before settling in PV. Besides serving the most American breakfast available in Mexico — they understand the 'brown' in hash browns — they also offer endless assistance to cruisers bound for the South Pacific.

First, they offer their restaurant as a meeting place, and encourage each year's 'Puddle Jumpers' to organize themselves for the exchange of information, charts, and such. Second, they keep a master file of printed material that they and other cruisers have acquired, and allow folks to make copies. Third, Dave gives a short but informative lecture on the weather to be expected during the crossing. The '97 Puddle Jumpers met weekly at Time Changers to exchange charts, copy TC's info, have a physician speak, and organize a SSB net for the crossing. We all enjoyed the camaraderie and benefitted from the information exchange. Prior to the first planned departure, Time Changers hosted a BBQ/Pot Luck as a group *bon voyage* party!

We aboard *Evergreen* departed on March 24, which put us about in the middle of the group of 30 or so boats that would be heading across. The vessels on the net our first week or two out were *Nanamuk*, *Dream Catcher*, *Sail Away*, *Lazy Lightning*, *Lyric*, *Tilicum*, *Tara*, *Blue Ives*, *Anwagomi*, *Jazz*,

CHANGES

Berkana, Kailea, Escapade, Nereus and Diplomatic Retreat. Each morning we'd report locations, distance covered, and weather conditions to the net control — for which a new boat volunteered every week. We had an extra chart, so we used one to track each boat and note the conditions they were experiencing. The one thing we noticed is that as the crossing progressed, some boats got a lot more competitive about speed.

I remember the trip in stages.

Stage One, Adjustment. The first week went surprisingly fast, giving us a false sense that the whole trip would zip right by. Initially, it was fun adjusting to life at sea. We found ourselves fascinated — both day and night — with the beauty around us. We were entertained by both the birds and sea life. Boobies would spend most of a day getting up the courage to land aboard our pitching boat. When they made a successful landing, they would stay for days preening themselves. Often times the only reason they'd leave is that the captain would pick them up and gently toss them overboard!

A couple of days out, we entered 'bluewater' — and were amazed at the color. We caught two tuna and a dorado, watched a school of tuna swimming under our stern, and were frequently visited by the always-welcome dolphins. We also sighted ships twice during the first week. Both had been on a collision course with us, so we had to change our headings. On both occasions we had plenty of time to change course, but nonetheless it was a good reminder to all aboard of the importance of staying alert during watches.

Regretfully, it was also during this first stage that we discovered our only major problem of the trip. Although our two crew had been friends of ours for 15 years, we discovered we did not really know one of them at all! I cannot describe how difficult it was to deal with a person who has what we considered to be severe personality problems on a small boat for a month at sea! So take great care with crew selection, and assume nothing. Even a sailor who owns her own boat may not have any idea what to expect during a crossing. Also remember that not everyone has the skills to become part of a team. I should mention that our male crew was wonderful!

Stage Two — Waddle, Waddle. On



Easter Sunday we sighted Chuck and Eleanor Batterson's Carlsbad-based Formosa 46 *Nereus*. As we maneuvered our boats close together, we tossed the Easter eggs we had colored. Eric Anderson, their crew, even caught one. The one he missed should be landing on the bottom of the Pacific about now.

We were also visited by one very large whale, which inspected every inch of our boat, and three smaller and more shy whales. No fish were caught this week, much to our disappointment. Through the net, we learned that others weren't catching much either.

Listening to the net also taught us another important lesson — that in a distance of just 50 miles there can be significant differences in the weather. My records of the net indicate that every boat might as well have been traveling on a different ocean for the variety of weather they experienced. Vessels less than 50 miles apart would have surprisingly different conditions on the same day.

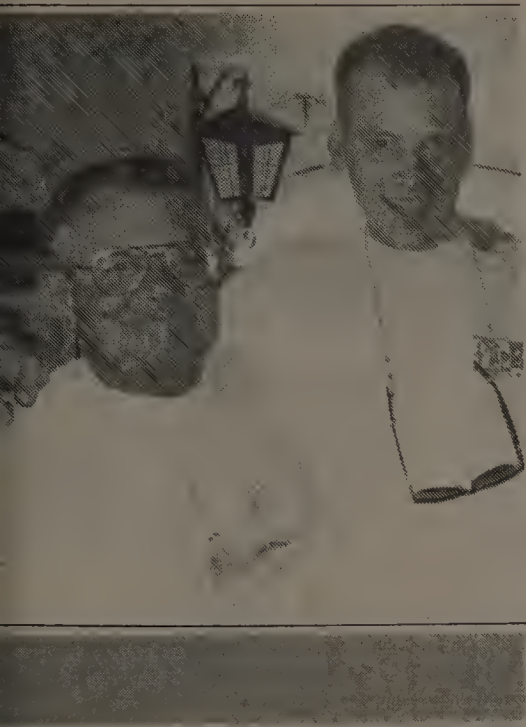
Above; 'Evergreen's' Gary and Kathleen had a slow crossing; Chuck and Erik of 'Nereus' had a fast one. Inset; the Marquesas.

While most of us waddled across the Pacific in less than ideal winds — we only had one day of the 'typical' 12 to 15 knot northeasterly trades! On the other hand, a couple of boats really flew, propelled by good and consistent wind. A few boats even had unpleasant weather for almost the entire crossing.

Our crew problem persisted during Stage Two, and at times seemed to dominate the vessel.

Stage Three — Dragging Across. We had understood the InterTropical Convergence Zone to be a 100 to 200 mile wide band of doldrums, no wind, punctuated by squalls. The squalls had wind, rain, and lightning that usually lasted for 15 to 20 minutes. While we could have made sail changes in response to them, it was easier to just run with them and then resume course after they had passed.

When we crossed the ITCZ, it was almost 700 miles wide! Once we got through that, we found an unusually



CRUISER PHOTOS BY LATITUDE 38/ANDY; THE MARQUESAS COURTESY ARCHIPELS



strong easterly current at the equator — just what we didn't need. And then we didn't get any of the southeast trades that are supposed to prevail. It was very slow going, and after two weeks of 6 to 8 knots from aft, we really regretted not having a big downwind sail.

At least we were not alone in our misery, as one boat described drawing 'donuts' on a glassy sea all day. Another was greeted at daybreak by the garbage they'd thrown overboard at supper the night before! One singlehanded captain, who decided to lie ahull on a windless night to catch some sleep, was confused when he awoke 18 miles east of his evening position!

The frustration many of us felt at our slow pace was accentuated by the fact that a couple of boats seemed to constantly be favored by the wind gods. *Nereus*, for example, had such great wind that when any other vessel had a particularly good day's run they'd report a 'Nereus Day'. When several of the lead boats began to reach the islands, the rest of us silently suffered from 'landfall envy'.

The captain became increasingly irritated when it became apparent that *Evergreen* might win the dubious title of 'longest crossing'. When we received the news that John and Lisa Doherty's Seattle-based C&C 37 *Jazz* had lost her rudder, and another boat had lost her boom, we began to simply count our blessings.

During Stage Three, none of our group were seeing birds or fish. Nada! We even ran out of the ever-present flying fish and flying squid! Still, however, there was beauty. Sunrise and sunsets were 360 degrees of glory! The stars were fantastic; so many, so bright, and so full of color! We left the day after the lunar eclipse and enjoyed the moon through all her entire cycle. The Hale Bop comet was a constant friend, and the enormous cloud formations never stayed the same. The sea changed her moods daily, and none of them were dull.

Finally our boat neared the top of the net roll call, and behind us came *Manana*, *Goolka*, *Azure*, *Tuntsa*, *Johna*, *Windwalker*, *Iolanthe*, *Klee Wyck II*, *Kaloki*, *Reveille*, *Shadow Fax*, *Wind Dancer*, *Wind Raven*, *Southern Cross*, *Island Trader*, *Caledonia*, *Mischief*, *Flying Lady*, *Impossible*, *Scrimshaw*, *Olympic*, and *Arctic Ace*. Some of these had not left from Mexico but were enroute to the Marquesas from other points. It felt good to chart boats behind us for a change! After *Nereus* made landfall, the wind gods turned their favors to *Azure*. The rest of us continued to feel "...stuck. . . as idle as a painted ship upon a painted ocean."

Stage Four — The End Is In Sight. When the 'miles-to-go' dropped below 500, our spirits began to rise again. At long last we were blessed — although for only one day — with the typical Southeast trades.

Then something really interesting happened. One night a five foot dorado showed up to swim on the surface not far from our cockpit. We're so creative that we named him George. Well, this dorado stayed with us for 10 days — right until we turned into the bay at Nuku Hiva! During that time we'd become so attached to that fish! We watched him flush schools of flying fish, then dart ahead and catch them as they re-entered the water! If we made a sail

LATITUDE 38/ANDY



Dave and Joan Lee are former cruisers who now run *Time Changers* in Puerto Vallarta. They're a big help to folks about to make a first crossing.

change, he would move amidships to watch. If we changed direction to adjust a sail, he would leap out of the water until we resumed course. He seemed to think that we were in his school and that he felt responsible for our conduct. The day we closed on the island, he went nuts! He frequently leapt clear of the water, never left us to go feed, and tried to 'lead' us back to deeper water. It was so sad when we finally had to part.

We've since learned dorado often hunt in pairs, and after all, we were great at flushing flying fish! We were happy to see birds again and our friends, the dolphins. Our spirits really soared as we counted the miles down to under 200, then under 100!

We arrived at Nuku Hiva after dark, pursued by an honest storm, not just a 15-minute squall. Luckily the main harbor on Nuku Hiva has a wide entrance and great range lights. We were happy to be safe at anchor when the storm hit with 50 knots of wind and lightning all night long. We were so very exhausted after 34 days of little sleep, however, that it was hard to stay up for anchor watch!

The first thing next morning our crew secured a hotel room, at which time we suffered from 'shower envy' — not to mention lust for her bed that wasn't pitching and rolling in the aftermath of the storm.

We couldn't help but notice that most crewmembers jumped ship upon arrival.

CHANGES

There's an interesting story somewhere in this, but it's hard to get people to talk about crew problems because everyone tends to feel responsible. It's a hard call whether to go with crew or just sail with your spouse or lover. If one of the two of you broke a limb or became ill, or if the weather was dreadful, additional crew would be invaluable. Otherwise, most couples seemed happier alone. But we'd made it!

— kathleen and gary 9/2/97

Canvasback — Crowther 71 Cat Capt. Tom Hieronymous Hawaii To The Marshall Islands (Alameda)

"Our 13-day sail from Hawaii to Majuro in the Marshall Islands was the smoothest rocking-chair sail of my life," reports Tom Hieronymous. "It was so smooth that I sometimes had to get out of my bunk and come up on deck to prove that we were still moving!"

Canvasback, many readers will recall, is the 71 foot aluminum catamaran that runs medical missions to the Marshall Islands on behalf of Canvasback Missions of Benicia. Hieronymous, who had skippered the cat several times before, was sent to Hawaii as a replacement captain for the trip to the Marshalls.

"We left the Ala Wai in the middle of July," he reports, "and sailed to Nawiliwili, Kauai, to check out with Customs. With a beam of 32 feet, the cat was too big to fit into the Small Boat Harbor, so we had to tie up at the commercial dock for a couple of days. There was no charge. Nawiliwili looked the same as when I'd left a week before hurricane *Iwa* hit back in 1983. It's cyclical; the island gets ravaged about

The 71-ft aluminum catamaran 'Canvasback' moored at Honolulu's Ala Wai Yacht Harbor just prior to sailing to Kauai and the Marshall Islands.



LATITUDE 38/RICHARD

every 10 years, but after a few years everything grows back.

"Our next stop was Hanalei Bay on the north side of the island, which most cruisers agree is the most scenic anchorage in all of Hawaii. There were about 30 boats on the hook, and most of the TransPac boats hadn't stopped by on their way back to California. Hanalei was as beautiful and lush — thanks to 15 minutes of rain in the afternoon and 15 minutes more in the middle of the night — as ever. Other than the new houses built to replace those destroyed by hurricane *Iniki*, Hanalei looked just how it did 10 years ago. The Tahiti Nui, a popular hangout for more than 20 years, is still going strong.

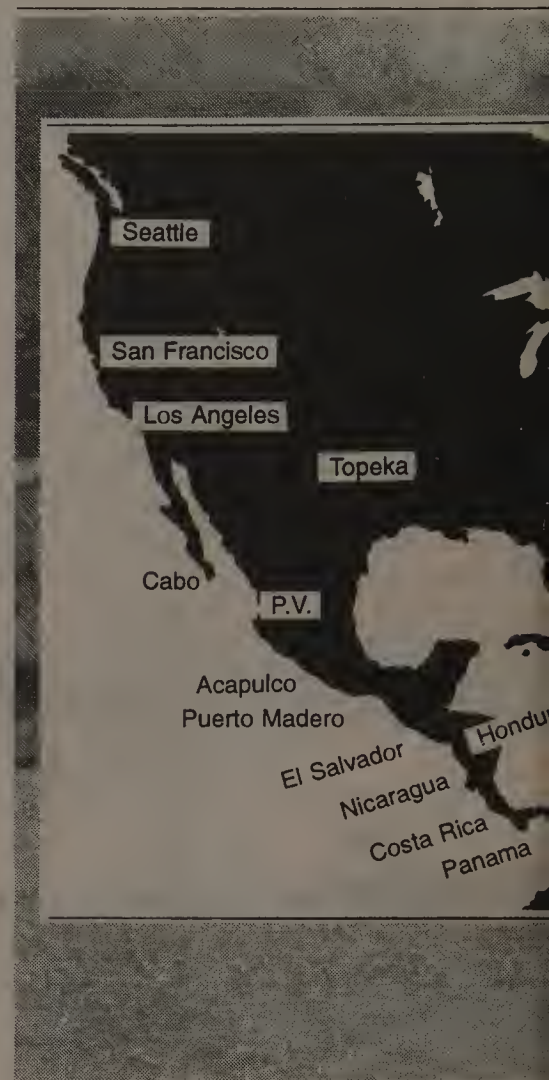
"We began our passage from Kauai to the Marshalls with great conditions — 20 knots from aft and flat seas. We averaged more than 10 knots for the first two days while flying a poled out genny and a reefed main. It was the smoothest ocean sailing of my life. The wind speed dropped a little, we poled out a second genny and continued to fly a reefed main. From then on, the only complaint the crew had was that there wasn't enough to do!"

Having averaged seven knots for 13 days, the wind finally went light on the last day. Hieronymous thought about putting up more sail — but decided not to make the effort. Ironically, a couple of days after he flew back to the States, it blew 45 knots at Majuro. For a couple of hours *Canvasback* hung to a mooring, her transom less than 50 feet from the rocks. She bailed. The Portland-based 45-foot ferro ketch *Soi-Moi* wasn't so lucky; she went up on the beach.

Hieronymous reports that Majuro itself isn't much of a garden spot, as the lagoon near the town is littered with junk and is too dirty to run a watermaker. "The little uninhabited islands further into the lagoon are pristine, however," he reports. "But the best aspect of all the Marshall Islands is that they're off the beaten track so that very few people cruise there — and that the people are so friendly. If you want a sailing getaway, it's a great place."

And it's plenty warm. "When I was there it was hot, muggy and there wasn't any wind," recalls Tom. "With an air temp of 90° and humidity at 98%, it felt like it was 120° in the shade. But it's not like that all year round."

Hieronymous will return to Majuro in



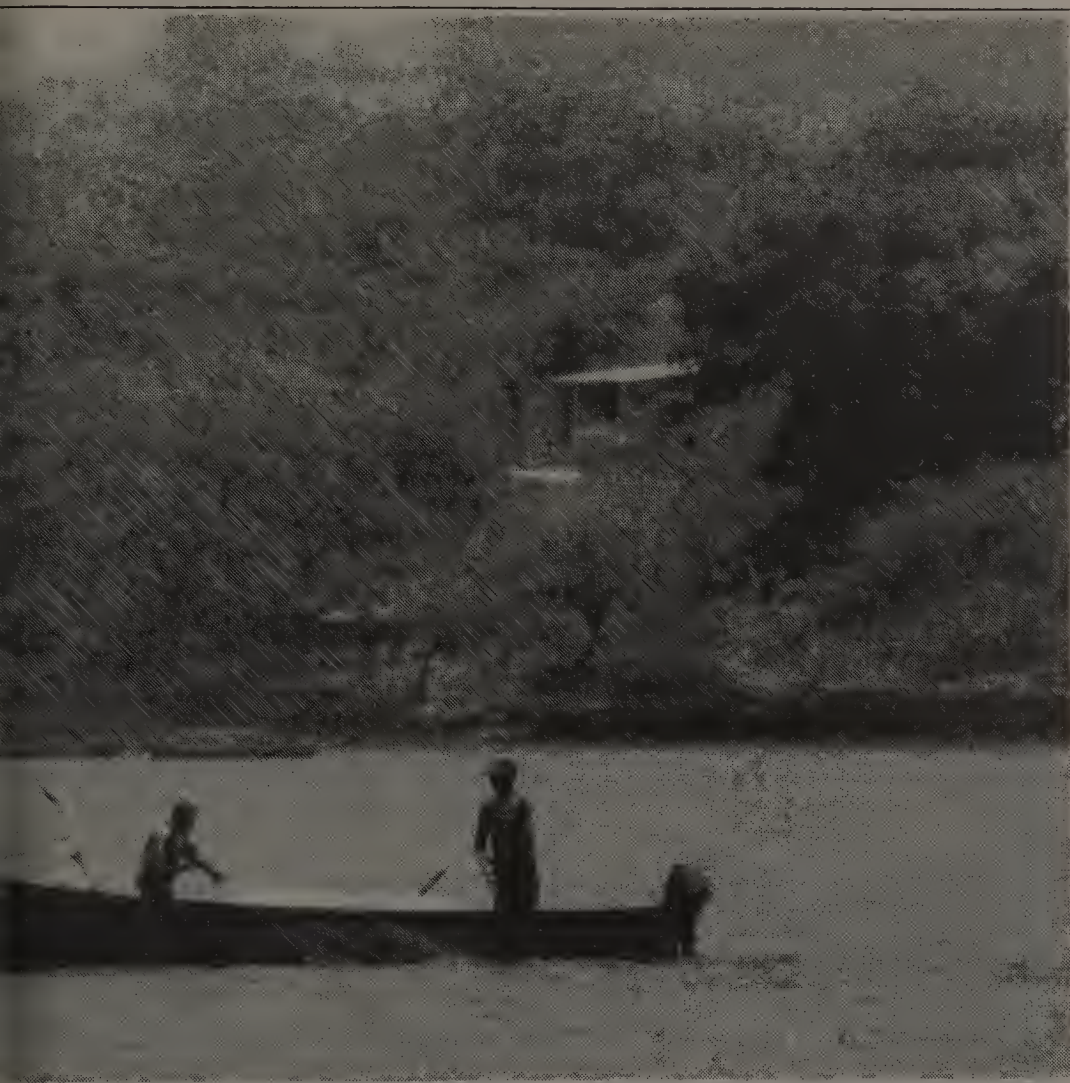
November to deliver *Canvasback* to Kosrae.

While on the flight to Hawaii, Hieronymous made the acquaintance of Nick Beck, a Kauai resident who founded the Outrigger Sailing Club. You may have seen some of their sailing events televised on ESPN. After sailing to the Marshalls with *Canvasback*, Hieronymous and his girlfriend Karen Goodman accepted Beck's invitation to stay with him in Hawaii. During that visit, Beck took them out on a 30 foot outrigger canoe powered by a Hobie 16 rig.

"We must have been sailing down the waves at 20 knots," Hieronymous laughs. "Beck was sitting in the back steering with the traditional paddle, a big shit-eating grin almost obscured by a big floppy hat and sunglasses. I got so inspired that I stepped to the bow of the kayak-like main hull and pretended I was surfing."

— latitude 8/19

**Cellydh — Fortune 30
D. Selkirk & E. Gatehouse
Mexico to Panama
(Vancouver, B.C.)**



PHOTOS BY CEILYDH; MAP BY AMERIGO VESPUCCI

Spread; fishing off La Union, El Salvador. It's not a garden spot, but the people are friendly. Inset, an overview of Seattle to the Canal.

The drug dog of Puerto Angel, Mexico — who pooped in our boat; the howler monkeys of Costa Rica; the Panamanian park official wearing the black *tóque* and carrying the machine gun on Isla Contreras; they're all behind us now. So are the many memories and adventures from our first two years of cruising. We are currently preparing to enter the Panama Canal, where we will leave our boat at the Pedro Miguel Boat Club for four months while we return home to work — that 'w' word! — and visit.

The past few weeks have proven that we and the boat are ready for a break. A relatively basic vessel, *Ceilydh* hasn't required much maintenance and has been easy to get along with for the past 7,000 miles. But just recently the wear has started to show.

First the depthsounder went on the blink. It's cobbled back together, but by now we can just about guess the depth. Then, in quick succession, the CD player, autopilot, GPS, and windlass all began to behave erratically. The autopilot finally gave it up completely 50

miles north of Golfito, Costa Rica. Unfortunately, this coincided with the first sustained period of fluky winds we have encountered so far. It made the windvane useless and we had to steer by hand.

The GPS — with a newly darkened display and fragile re-soldered connections — is located several feet from the wheel, which means it's just beyond the range of the flashlight when we try to confirm our course at night. The windlass quit while we were anchored — in 50 feet, naturally. Hauling up the all chain rode convinced Evan that this was one repair that couldn't be put off. Fortunately the CD player is still hanging on — barely — because where would we be without our Jimmy Buffet? To top it off, the rigging is showing suspicious signs of stress.

What's embarrassing is that our British Columbia boat, with a successful Alaskan season under her keel, has leaks — plural — at the deck fittings! Why, where, and how are the questions, as we search the leaks out before leaving *Ceilydh* to the heavy rains of Panama.

I guess all these problems are my payback for all the times I told fellow cruisers engaged in nasty repairs that we never have stuff break down. Go

ahead, folks, have a laugh!

Cruising has been great — aside for the last few hundred miles, which have been kind of a blur. As far as I can recall, they went like this: calm, hot, flat, adverse current. Do we have enough fuel to get to the canal? Clouds, thunder, lightning, rain, wind, more wind, even more wind. Lightning really close. Waves, bigger waves, pounding into the waves. Up sails, reef sails, tack, gybe, shake out the reef. Calm, hot, flat. *Do we have enough fuel to get to the canal?* Down sails, on engine. Repeat over and over and over. Sleep occasionally.

We found Southern Mexico, Central America, and Panama to be a nice change of pace from Northern Mexico. With fewer cruisers and only limited cruising information, we found many opportunities to get off the beaten track and discover things for ourselves. The following are some of our favorite places:

— Puerto Madero, Mexico. Most boats don't stay here long, but we found a calm anchorage off the *palapa* beach comfortable. Further, our visit to Tapachula, a colorful and unique city 30 kilometers inland, was well worth our time.

— Izapa. If you get this far south without having seen any ruins, you should see the seldom-visited Olmec-influenced ruins of Izapa. Located 10 km from the Tapachula *zocalo*, they can be reached by taxi or a *combi* of Union y Progreso going to the Guatemalan

Looking for ruins that haven't been ruined by too many tourists? Diane and Evan had Izapa all to themselves.



CEILYDH

CHANGES

border crossing of Talisman. The ruins are located on two sites that are clearly marked on the highway. The first, located on the right-hand side, is down a dirt road past several small farms with thatched roofed homes. Here there are several carvings and stelae surrounding unexcavated pyramids and platforms. The second site is smaller but more striking. It's found .75 km further down the highway and, on the left. A ball court and a variety of stepped platforms and altars are located in a lush green surrounding. We had both sites to ourselves when we explored. Bring plenty of water and a snack, as there are no restaurants or stores at either site.

One of the most thorough and accurate cruising guides we have encountered, *The Forgotten Middle* by Roy and Carol Roberts, enticed us past the mist shrouded volcanoes of the Gulf of Fonseca to La Union, El Salvador. The town offers neither a picturesque setting nor tourist attractions, so we took the opportunity to interact with the friendly and outgoing people of this busy fishing village. Supplies and services are inexpensive and the locals are helpful. The Port Captain cautioned us against leaving our boat unattended, so anyone wanting to travel inland will have to buddyboat. We didn't see another boat for the first week of our visit, so we stayed in town. At \$17 US for a *zarpe* and \$10 for each visa, it cost less to visit El Salvador than it does other Central American countries. Entry procedures were straightforward, and the officials were professional and easy-going.

Based on our conversations with cruisers who visited Guatemala, Honduras, and Nicaragua, *The Forgotten Middle* guidebook was very accurate about what to expect in those countries as well.

For visiting Costa Rica, we used *Charlie's Charts* by Margo Wood, *A Cruising Guide from Acapulco to the Panama Canal*, by C & N Goodman, and the most useful, the Lonely Planet's *Central America on a Shoe String*. We've gotten more use from our three Lonely Planet books than any cruising guide. Their town maps and lists of nearby attractions help us get the most out of each area we visit.

Charlie's, unfortunately, is out of date — as we were warned. We found several disturbing inaccuracies, as well. At Bahia Heradurra, for example, they put



their little anchor smack in the middle of a hot surfing spot during rainy season. If you're the type of cruiser who insists your anchor has to go on Charlie's anchor — and we've met them — this spot could be pretty exciting. A *Cruising Guide* seemed a bit more current and the charts were helpful.

As promised, all of Costa Rica was wonderful. Still, a few special places come to mind:

— Bahia Carrillo — a quiet bay with surf to play in, reefs to dive on, and quiet dirt roads meandering through the rain forest to explore — is the stuff cruising dreams are made of. A small store and an ice plant for the fishermen helps with practical needs, and a restaurant/bar up a hill overlooking the bay provided one of the most beautiful views we have encountered while cruising.

A brisk 55-mile daysail from our fuel stop at Bahia Potrero (Marina Flamingo), Bahia Carrillo is easily identified by the large white rock of Piedra Blanca. Entrance to the bay should not be attempted at night, as a large reef extends east to west halfway across the entrance. In addition, there's a dangerous submerged rock located just

Spread; Panama's Pedro Miguel BC, on Miraflores Lake, is a cruiser favorite. Bless his heart, Evan still likes to play in the sand.

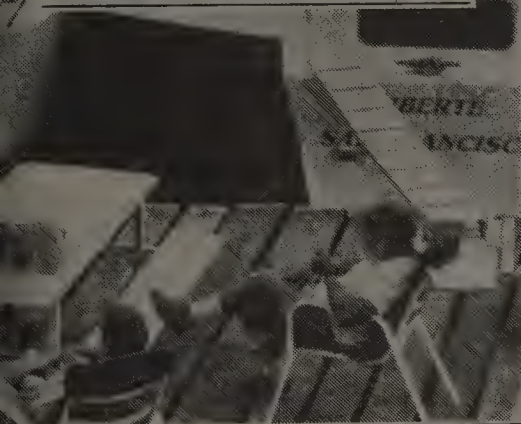
after entering on the west side. Our experience was that the most calm and convenient place to anchor was off the village near the sportfishing boats.

— Bahia Ballena YC. Recently purchased by Heart and Honey — ex-cruisers and aging hippies — for the oldest of their nine children to run, the club is an oasis of organic veggies, healthy gourmet food and gentle people. I'm not going to give away Honey and Heart's story — you'll have to hear the tale for yourself — but it's wonderful and has to do with Heart Interface inverters.

Anyone who visits the Ballena Bay YC should check out their schedule of events and look for upcoming concerts. We, for instance, got to see a great blues band. And for an added bonus, there are lots of howler monkeys in the area.

Sometimes the best anchorages are found the old fashioned way — by ignoring the guidebooks and choosing a spot on the basis of a chart. After some lovely island-hopping in Panama — Trish Lambert's *Panama by Water* and *A Cruising Guide* both accurately describe several interesting stops — we were looking for a place out of the southwest

SPREAD; LATITUDE 38/RICHARD; INSET; DIANE SELKIRK



mildew grow! When we return in November, we'll let you know how our preparations turned out.

Well it's time to catch a plane. That 'W' word is looming, but we'll be cruising again in November.

— diane & evan 8/97

Diane & Evan — The Lonely Planet guidebooks are excellent, aren't they? We use them everywhere we go — and often we read them for sheer pleasure.

When you return to the Pedro Miguel BC, we want a full report on any remaining geese.

Cortez Catch **Charles Kurlander** **(Sea of Cortez)**

This is not an article for fishermen, but rather for cruisers who've either had poor luck fishing or don't know where to begin. Some sailboats show up in Mexico trolling some monstrous assembly of treble hooks, feathers, chrome and plastic — and their crews wonder why they haven't caught a fish in 1,000 miles. The following advice won't help you land any record-breaking catches, but it will put a nice dinner on your table.

You don't need to spend a lot of money on fishing gear. Before you take off for Mexico, I suggest you visit a local swap meet and pick up a rod and reel designed for saltwater use. I prefer a sturdy two-piece spinning rod for fishing from the boat while at anchor to avoid the whiplash inherent in conventional set-ups, but just about any rod and reel will do. And if you don't find time to buy a rod and reel, just a bunch of 20-lb test monofilament will do in a pinch. If you doubt me, just look at the Mexicans, who have perfected a no nonsense set-up that consists of a hook, line, sinker — and Tecate beer can they use as a 'reel'. Put a little effort in and you're sure to catch a fish.

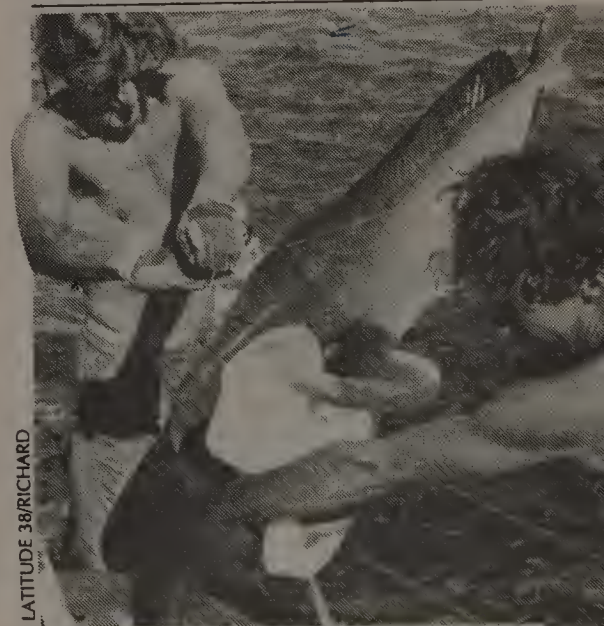
Another primitive rig that's popular with cruisers is the 'meat line'. It's a 200-ft piece of eighth-inch cord or nylon attached to a steel leader and a lure. The boat end of the line is hooked up to surgical or bungee cord to alert you if there's been a strike. Throw this overboard every time you move your boat and you'll be surprised how many fish — sometimes big fish — you'll snag.

When it comes to tackle, bending back sharpened paperclips doesn't cut it; you're going to have to buy some real fishhooks. Real sinkers are nice, too, but a rusty sparkplug or something similar will serve the purpose. For trolling, invest in a handful of white feather lures. The most effective ones have a chrome-weighted head and ruby eyes. You'll also need wire leaders — hopefully with a dark finish to protect your investment. For fishing from the boat or along the shore, buy the hot pink scampi lure. If you want to enlarge your inventory, I suggest you pick up some rapalas, chrome spoons or lures shaped like candy bars.

Among the innumerable species of edible fish found on the way down the Mexican coast and in the Sea of Cortez, you'll probably become most familiar with dorado, also known as mahi mahi or dolphinfish. Once you get into the Sea of Cortez, you'll be catching a lot of sierra, which is a more solitary member of the mackerel family and makes for delicious ceviche. You'll also find lots of cabrilla, an inshore member of the bass family, in the Sea.

Most cruisers arrive in Cabo in the winter, which is when the sierra run heavy around the Cape. As boats migrate north into the Sea during the spring, so do the dorado. Spring is also the time of year when the cabrilla become more active. If you summer in the Sea — especially around Puerto Escondido —

A 40-lb dorado is a powerful fish. You think one's dead and suddenly he'll flap and nearly knock you overboard.



LATITUDE 38/RICHARD

swell so we could rest up for a shot around Punta Mala. We ignored rolly Caleta Cayman, the more common anchorage at the southwest end of Isla Cebaco, and headed to the north side. There, off a palm-lined beach and across from Isla Gobemadora, we found a calm and lovely spot. Friendly children lined the shore and waved as we dropped anchor. Cruisers with more time than we might want to visit the small agricultural village on Isla Gobemaora.

Finally, we arrived at the Panama Canal. Costs for our 30 foot boat in July 1997 were: \$350 for the admeasurement fee; \$25 for our transit; \$100 for a deposit; \$69 for a cruising permit; \$20 each for visas; plus moorage fees at the Balboa YC and cab fares. Additional fees others might incur include the \$15 rental for each of the 4 x 150-foot lines that are required — our 2 x 300-foot half-inch lines were considered adequate for our 30-foot boat. And \$40 each for the three line-handlers required — we found five backpackers eager to transit the Canal. Transit costs are expected to rise again shortly for small boats.

Once at the Pedro Miguel BC on the shores of Miraflores Lake, we readied our boat to be left for four months. It's kind of scary in the land where you can watch

CHANGES

you shouldn't have any problem in keeping the ice chest filled with fish.

As soon as you spot the Friars at the southernmost tip of Baja, toss out your white feather — attached, of course, to a

CHROME HEAD &

RUBY EYES

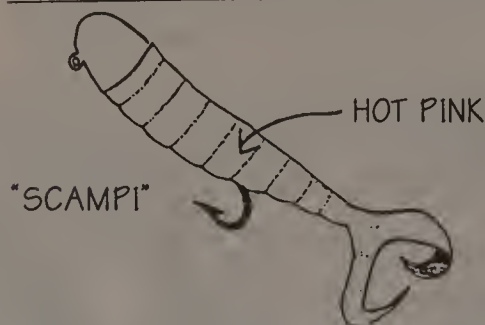


WHITE
FEATHERS

RED & WHITE OR
PURPLE & WHITE
ALSO GOOD
COMBINATIONS

leader and 150 feet of the monofilament. Sierra love white feathers — as do skipjack and bonito. From then on, no matter if you power or sail, and no matter at what speed, you *will* catch fish.

Fishing gear takes a beating. Sierra, for example, are toothy creatures that have a proclivity to hit the bright swivel on a leader, sending your two dollar lure to the bottom. This is why I previously recommended a dark finish on the swivel. Furthermore, after a few strikes



"SCAMPI"

HOT PINK

your white feather will be in tatters. If you're on a budget, look for some white webbing — such as is used in lawn chairs. When shredded and tied to a leader with sail twine, it makes for a durable substitute for feathers.

The closer you keep to shore, the better your chances of hooking a fish — especially around dawn and dusk. When the dorado are running during the day, they'll often hit anything that moves — the faster the better — through the

water. If you see a clump of sea grass or other floating debris, steer close by, as dorado often lounge in the shade while they wait for something to attack.

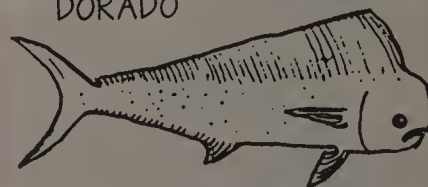
When at anchor, pull out the scampi lure. If you're close enough to shore, wait until sunset and then cast into the sandy shallows near the rocks. The technique to retrieve your hook is to begin reeling in slowly, then increase the speed and add a jiggle. If you see any turbulence in response to the jiggle, cast in that direction. Cabrilla find nervous-acting lures attractive, as do many other species in this habitat.

If you don't have any lures or have lures that aren't producing, it's time to hunt for bait. Every anchorage has bait, but you must look for it. If there is a gravel beach nearby, kick through it looking for small clams or chase down a crab. If you've got a face mask, look for pen shells, oysters, scallops or other shellfish, and use the button-like muscle for bait. Other options are cheese, a piece of previously caught fish, or rowing over to a Mexican fishing vessel and asking for a few *camerones*. Fishing with bait is almost a sure thing in the Sea of Cortez.

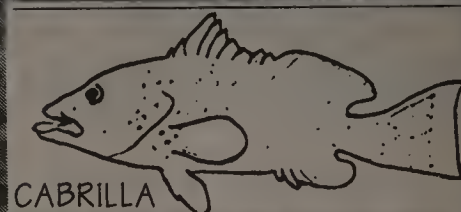
Not enough, however, can be said about the Tecate beer can method. And there is a certain amount of satisfaction when you successfully employ this primitive rig while standing next to a fully-equipped sportsman with his polished ferrules and softly clicking reel. You can use a white feather or just a chunk of bait with a weight on the end. You whip the rig around in circles as though you were swinging a lasso until, at the propitious moment, you release it of its centrifugal force, and watch as it arcs gracefully over the water. After it hits the water, bring it in with yard-long jerks. It's a choreography enacted daily off the piers of Mexico — and it works with amazing regularity.

One last cruising tip. Often times you will catch a fish at dawn but don't want to eat it until evening. If you don't have a refrigerator or are all out of ice, you can just leave it on deck — unless you prefer that it not stink. So after you catch the fish, gut it and spread open the side flaps using a stick to prop the flaps open. Then keep the inside of the fish in the shade and facing the breeze. It will keep this way until dinner. If the

DORADO



SIERRA



CABRILLA

breeze doesn't falter, it will even keep for a couple of days.

Many people new to fishing find it emotionally disturbing to kill and clean a fish — as fish eyes have a cold, pleading way of staring at you. But if you read and observe the oceanic food chain, you'll soon find yourself fitting right in. And what greater satisfaction than to find, catch, and clean the food you eat?

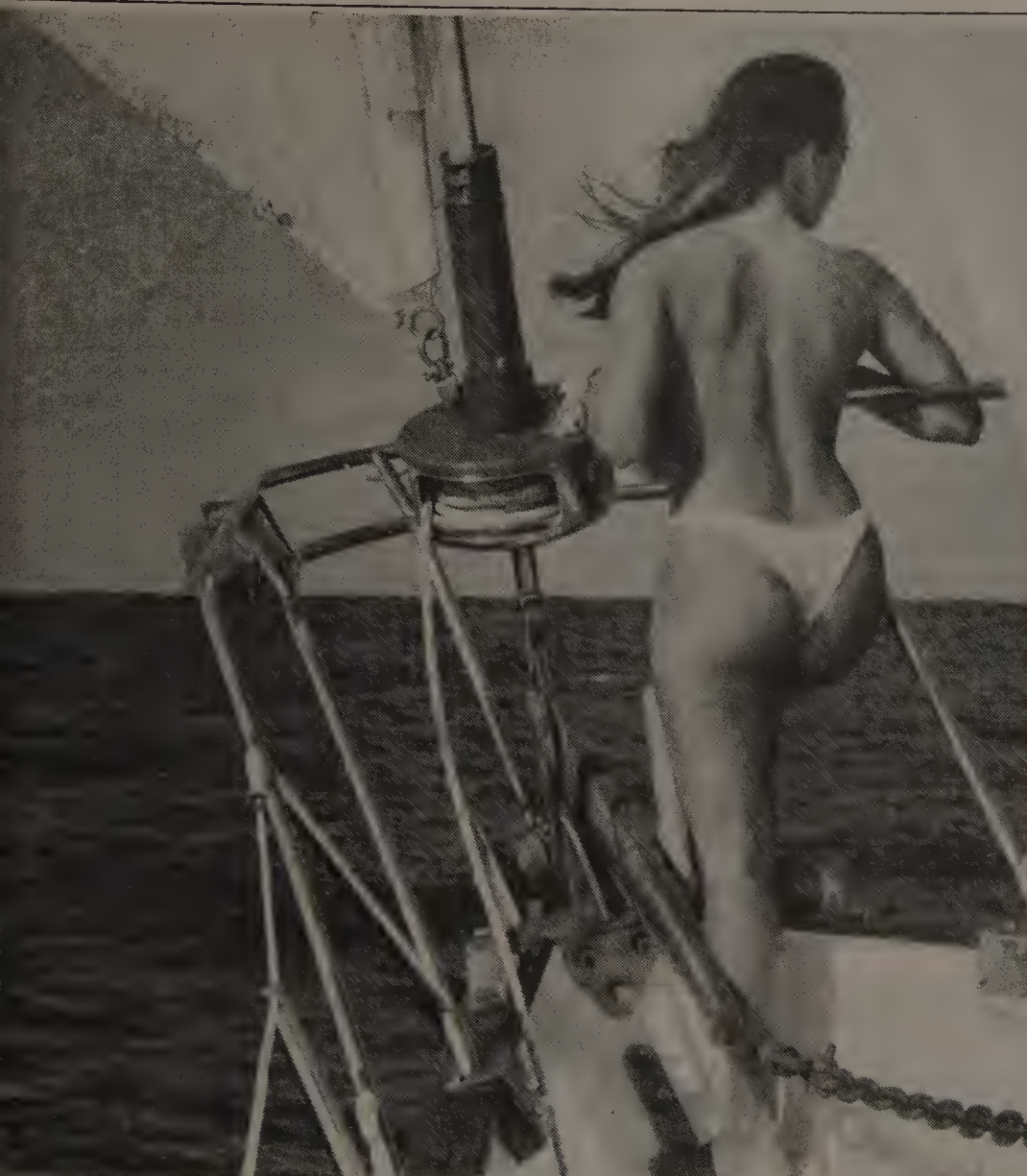
In fact, fishing sometimes reminds me of what Henry Miller once said. Talking about the act of communion, he acknowledged what a great joy it is to eat. "But perhaps," he said, "it would be a greater joy to be eaten." Somehow that makes my fish taste better.

— charles 9/83

Readers — Yes, this is a reprint from 1983. Does anybody know the whereabouts of Kurlander, who wrote some fine articles for Latitude?

One other thing to know about fishing in Mexico is that as long as you have hooks aboard, you must have a license for the boat and passengers. You can get

IN LATITUDES



DRAWINGS BY CHARLES KURLANDER; PHOTO BY LATITUDE 38/RICHARD

Catches of the day from the top left: sierra, great for ceviche; dorado; cabrilla; and Laura, spread, the one that got away.

one in San Diego before sailing south of the border.

Cruise Notes:

Is the Ha-Ha a little too crowded, fast-paced, and casual for your style? Or did you neglect to sign up in time? As an fine alternative, you might consider the Long Beach YC's **Mazatlan Race & Cruise**. It starts from Long Beach on October 30, and after stops at San Diego, Turtle Bay, Mag Bay, and Cabo San Lucas, will finish at the El Cid Resort in Mazatlan "in the middle of November". While a number of the sleds and turbo sleds are expected to participate, the club is gearing the event as much as possible to "comfortable family cruisers". Boat will be allowed to motor, for example, so nobody has to get stuck in the calms that often bedevil the coast of Baja in November.

The Long Beach YC will be hosting beach parties whenever possible at the

various Baja stops, as well as tennis, golf, cocktail and other tournaments at Mazatlan. The Wanderer — Grand Poohbah of the Ha-Ha — has done three Long Beach YC to Mexico long distance events, and enjoyed them all. "If anyone wants to drop out or skip the Ha-Ha in favor of the Mazatlan Race & Rally," says the Poohbah, "they do it with our full blessings. Furthermore, all participants of the Mazatlan Race & Cruise will be considered honorary members of the Ha-Ha." Call the Long Beach YC's Chip Evaul at (310) 493-5173 for details. Their official entry deadline is the first week of October, but Evaul says the club will be flexible.

While on the subject of **Mazatlan**, Dick Markie, formerly of Alameda but for the last year the popular manager of the Mazatlan Marina, reports that one cruiser in his marina got two caps, a bridge, and some cavities filled for 3,400 pesos. To get dollars from pesos, you divide by 7.8, so that meant all that

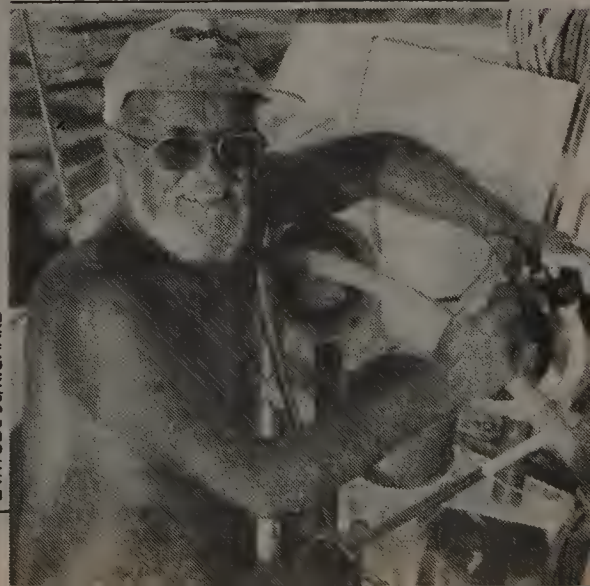
dental work — and it was done in porcelain, not gold or silver — was performed for just \$435. Compare that with a root canal we just got redone in Marin County for 1,100. And we're talking dollars, not pesos. The dentist who did the work for the cruiser was trained in the United States, is said to have excellent skills, and speaks fluent English.

The feedback we get from cruisers is that excellent medical and dental care is available at extremely reasonable prices in Mexico. So much so that you could have a Mexican vacation with the money you save. So the next time you have a toothache or need a gall bladder removed — or whatever they do with those things — maybe you should think about joining some friends cruising south of the border.

"While anchored at Z-town," write Jim and Diana Jessie of the of the Oakland-based Lapworth 48 **Nalu IV**, "we took the bus to Petatlan for the annual FEXPO. It's similar to the State Fair and gave us a different perspective of Mexico. Most of the people who attended were locals from the state of Guerrero. The exhibits included handcrafts, cattle, tractors and the like. We saw a rodeo that featured bull riding. The guys who rode first had to catch the bull, put a surcingle on it, then get on and ride. The cowboys who did the herding were great — especially those who had come from the ranches to show off their gear and horses.

"We were responsible for the last few days of the VHF net in Z-town," they continue, "and found it fun until there

Jim Jessie of 'Nalu IV' in Antigua several years before the end of his and Diana's circumnavigation. Now they hear the call of the Orient.



LATITUDE 38/RICHARD

CHANGES

were only five boats left. We asked the last boat, **Dolce Vita**, to 'turn out the lights' when they left. We look forward to returning to Z-town next winter to 'turn on the lights'.

"Last winter we saw an ad about a special event, the Centennial Galleon Regatta, to commemorate the Philippines gaining independence from Spain. The event will start early next January from Acapulco, and after intermediate stops in Hawaii, Guam and Cebu, will end three months and 8,000 miles later in Manila. We've always said we'd 'go with the wind', so it looks like we'll get to the Orient sooner than expected, and that Chile will be put on the back burner."

Jim and Diana, our friends, kill us. At the end of their long circumnavigation, they were mumbling something about wanting to buy a trawler. Now they've been out on their second long cruise for nearly two years and it doesn't appear they'll be stopping anytime soon. Good on 'em!

Someone who did take a decade-long break from cruising was Norman Hall of the Christina 43 **Na Ka Oi** based in



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Sausalito's Pelican Harbor. From '75 to '87, he "puttered all over the South Pacific" aboard his wood DeVries 40-footer. "When I cruised Tonga," he says, "there were three boats at Vavau'a; now

there are 150." Perhaps this is why Norman and his wife Jeannie will be heading for Hawaii in October and then the lightly-cruised Marshall Islands in January.

Long time sailors may recall Paul Slivka, owner of the 32-ft trimaran **Harmony**. Slivka did well in some local singlehanded races until '78 when he sailed to Australia. According to Norman Hall, Slivka has been in Oz ever since. Slivka has a home up the river in Brisbane with his tri out back, is still married to Mary, his American wife, and has two teenage daughters. The ex-pat still does marine surveys and still sails — but has added four feet to the length of his boat.

"I was curious why the sea lions in the Santa Barbara Channel float on their backs with their flippers in the air," writes Pat Keenan of the Vallejo-based **Sundowner**. "They hold their flippers up similar to the way fallen waterskiers hold their hands as if to keep boats from running over them." Scientists speculate it has something to do with a mating ritual, Pat — but then that's how they

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try to explain all behavior they can't understand.

Do you think the insane American legal system — which awarded \$300,000 to a woman who dropped a bottle on her toe, and \$300,000 to another who observed a football player 'moon' a teammate — might have anything to do with it? Rob and Mary Messenger of the 46-ft custom **Maude I. Jones**, currently in New Zealand, note there is a huge difference between New Zealand and the United States when it comes to boat insurance. "Back in the States," says Mary, "our premium was \$1,200 a year. We've got the same insurance with a New Zealand company now, and it's only \$600 a year." But that's about the only thing the Messengers have found to be inexpensive in Kiwiland.

Speaking of differences, the Messengers agree with Norman Hall that the numbers of folks out cruising has exploded. "When we did the Milk Run 15 years ago, there would only be three or four boats to an anchorage. Now there are many times that. Although Rob and I are back in the States for a few months,



LATITUDE 38/RICHARD

Hey Rob, why the long face? He and Mary have found a great, uncrowded region of New Zealand. But they're not about to reveal where it is.

we've found a really terrific region to cruise in New Zealand where there are hardly any other boats. Unfortunately, I can't bring myself to reveal the location."

In late October of '94, 39 brave souls

started out on the **Baja Ha-Ha I**. It's come to our attention that there were two Ha-Ha I reunions in August of this year; one in Sonoma and one at South Lake Tahoe. We hope to get reports for the next issue. If you were part of that first Ha-Ha but didn't attend either of these reunions, we'd love to know what you're up to.

The usual pattern with volcanoes is there's an enormous eruption and then the thing simmers down and goes dormant. On **Montserrat** in the Eastern Caribbean, it's just the opposite. Soufriere Hill volcano keeps having little eruptions while appearing to get ready to have a humongous blast, a blast that experts say could cause a tidal wave the might cause tremendous damage to nearby islands such as Antigua.

As of mid August, more than half of Montserrat's 11,000 inhabitants had left, and most of the others were boarding British warships. The Brits are offering Montserrat residents a choice; they can either have free transportation to England where they'll be given free housing, free food, free schooling, and

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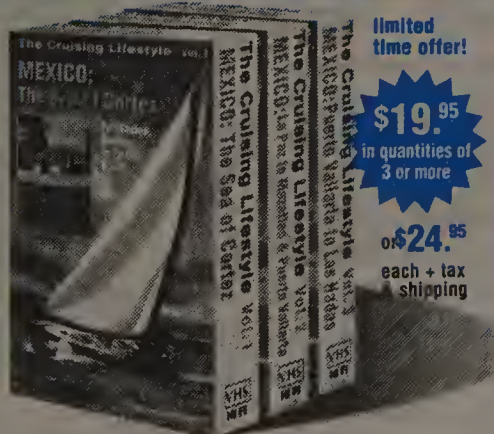
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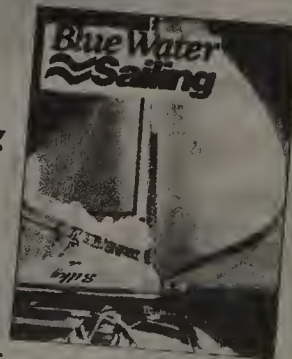
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CHANGES

free health care, or else they can stay on an English-speaking island in the Caribbean and get \$5,000 per adult and \$1,200 per child. In the 'old days', folks down on their luck wouldn't dream of making demands, but in modern times victims have become demanders. The folks of Montserrat say England's offers are inadequate. They're holding out for full English citizenship, \$20,000 per adult and \$4,800 child, and to be moved as a group to another Caribbean island. On those terms, most of the folks in the Caribbean are going to claim they're from Montserrat.

A 39-square mile island lacking a good anchorage, Montserrat has never been a yachtie attraction on the level of Antigua, St. Martin, the Virgins or the Grenadines. It's actually most famous for its recording studios, where the Stones and other famous groups recorded. Ironically, it's where Jimmy Buffet recorded the *Volcano* song.

Another cat on the way. Steve Darden, formerly of Tiburon, reports that he and his wife are in New Zealand where they've been diligently working on



LATITUDE 38/RICHARD

Arriving at Moorea by sailboat from Papeete is enough to make anyone flip. Let's hope the islands don't suffer from El Nino like last time.

their Gino Morelli-designed 52 foot cruising cat. "**Adagio** is progressing at a measured pace," e-mails Darden. "We were 3,800 hours into it by the end of July, and we haven't got the 'heavy side' down yet."

It's been ages since we've heard from long time cruisers Shelly and Jane DeRidder of **Magic Dragon**. In news that

will delight their many cruising friends, the DeRidders are having a great time cruising New Caledonia. The DeRidders once sent us plans for a great 'nesting dinghy'. Like idiots, we can't find it anymore.

"The internet has come to Papeete — and so have we," report Andy and Jill Rothman of the Tiburon-based J-44 **First Light**. "Leva Communications, the yachtie message center in sunny Tahiti, can be reached at yachties@mail.pf or B.P. 20722 Papeete, Tahiti, French Polynesia. Their phone is 689.450650, while their fax is 689.438488. We've basically been having excellent sailing and seen fascinating places," the couple report. If we could be anyplace in the world at this moment, we'd like to be scarfing down a meal at a Papeete 'roach coach', then setting sail across the Sea of the Moon to Moorea.

"The **Misty Sue**, sponsored by the Benicia YC, would like to extend an invitation to any and all yacht clubs and boatowners to join us for Baja Ha-Ha IV," writes skipper Bill Hardesty. "Our captain and crew will be leaving Benicia

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The Ha-Ha is bursting at the seams already, Bill; please don't invite any more boats.

When they get into **lightning storms**, many sailors disconnect all the antennas from their electronic devices. Does it do any good? Morgan Wells, one of the top big boat marine insurance guys on the East Coast, will tell you that it sure can't hurt.

Last month Wells and 12 of his friends were aboard his tug on the Chesapeake when a lightning bolt struck the radio antenna, travelled down to the radio — which exploded and hit people with 'shrapnel' — then entered Well's body at his chest. Despite having his ear-drums blown out and suffering several exit wounds, Wells was able to pick himself up and drive his tug onto



LATITUDE 38/RICHARD

All right, there are two reigning monarchs in the Western Hemisphere. This Swan 65 is anchored near the King of Tonga's digs.

the beach. Miraculously, he survived. One of the passengers had to be given CPR, but he also survived.

So yeah, when around lightning, we suggest that you disconnect all antennas, that you keep your hands off large metal objects, and that you don't stand between the mast and the engine. Some folks say putting those fuzzy wire

things on the top of their mast helps, and it may. We usually just attach heavy battery cables to the shrouds and backstay and drop them in the water.

Last month we asked if anybody knew the "only reigning monarch in the Western Hemisphere". Seth and Bev Bailey of **Route du Vent**, who are eagerly awaiting the start of the Ha-Ha, responded by saying, "The only reigning monarch in the Western Hemisphere is King Taufaahau Tupou IV, who lives on Tongatapu Island, 21°1'S, 175.1°W. His Kingdom, Tonga, is one of the places we hope to visit on the Wanderer's Ha-Ha Across The Pacific.

The Baileys are right — at least partly. King Topou IV indeed reigns over Tonga, and it's within — just barely — the Western Hemisphere. But what we meant to say is "the only reigning monarch in the Americas". Which means there's a second monarch in the Western Hemisphere. Who is he, where does he rule, and what great — and seldom-visited cruising grounds — are near his kingdom? We'll give you all another month.



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- Oct 23 Cruising Women — Oiana Jessie. At Downwind Marine
- Oct 24 Cruising Medicine: How to Survive & Improvise — Kent Benedict. \$5. At Downwind Marine.
- Oct 28 Cruising the Sea of Cortez — Gerry Cunningham.
- Oct 29 Survival at Sea: Sinking with Dignity — Michael Greenwald.
- Oct 31 Cruising with Charlie's Charts — Margo Woods.
- Nov 1 Downwind Marine's Cruising Trade Fair — Product demos, technical info and raffle prizes from PowerSurvivor, Magellan, Switlik, Force 10, Bellingham Charts, Lifeline Batteries, Cruising Charts and more. 10 am to 4 pm at Downwind Marine.
- Nov 2 Downwind Marine's Cruising Kick-Off Party — We do burgers & hot dogs, you bring a side dish to share. 12 to 4 pm at the beach next to Shelter Island launch ramp.
- Nov 5 Key West to San Diego via Cuba — C.F. Koehler.
- Nov 7 Eating Swell in the Trough — Michael Greenwald, Cruising Chef.
- Nov 11 Cruising the South Pacific — Mike & Shellie Sweet.
- Nov 12 Making and Stayng Frndes with Your Engine — C.F. Koehler at Downwind Marine.
- Nov 14 Provisioning for the Simple by the Simple — Dennis & Karen Klempel.
- Nov 15 Batteries: Flooded, Gel, AGM — All you need to know. Mike Kimble.
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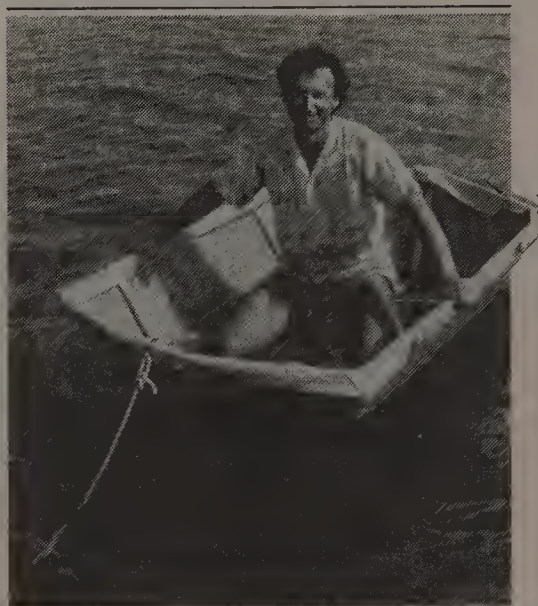
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CHANGES IN LATITUDES

When first time cruisers hit Mexico, most of them know very little about how to handle their dinghies in surf. We're doing a story on the subject next month, and are looking for first-person accounts of mishaps — and how you've learned to avoid them. After all, a flipped dinghy with the outboard still running is a lethal weapon, and we don't want anybody getting maimed or killed.

So far it's been a very, very quiet hurricane season in the **Atlantic and Caribbean**. Oddly enough all but one of the tropical storms — and none of them have really amounted to anything — have gone northeast, whereas they usually move to the northwest. **Danny** was the strangest of them all; he started in the Gulf of Mexico, worked across Alabama, Georgia and the Carolinas, and finally ended up off Providence, Rhode Island — and continued halfway across the Atlantic. That's legs! As for the Caribbean, there's been nothing whatsoever. Let's keep our fingers crossed for the next three months.

As for **Mexico**, it's been churning out tropical storms and hurricanes like . . .



Some folks can use just about anything for a dinghy, but it would be tough to get in and out through the Baja surf in this one.

well, like it always does in the summer. We've had **Andre, Blanca, Carlos, Dolores, Enrique, Felicia, Guillermo, Hilda, and Ignacio**. Of these, **Guillermo**, with 150 knots, was the nastiest. Also

the longest; it didn't completely fizzle until nearly 1,000 miles due north of Hawaii!

We at *Latitude* gladly bust our butts trying to put out the best magazine we can, so we're going to close this month with **two requests**. First, when you send in a *Changes* — and real short ones are just fine — please include your boat name, boat type, you names, and the hailing port. In addition, please include a clear photo — hopefully with you in it — and somewhere you've recently been. It's really hard to lay out a *Changes* with a poor quality photo. And with today's 'idiot proof' cameras, it's not that hard to get a good shot. We prefer prints, but will take anything.

Secondly, if you've been back to the States for a visit, please grab a handful of *Latitudes* to take back to other cruisers 'out there'. And once those of you 'out there' get them, please loan them out or pass them around.

Most of you do both of these things already, but if the rest of you do them, it will make our lives easier. Thanks so very much.



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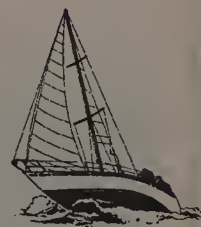
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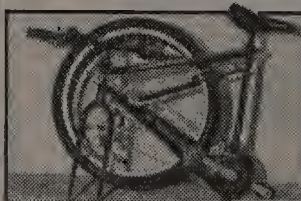
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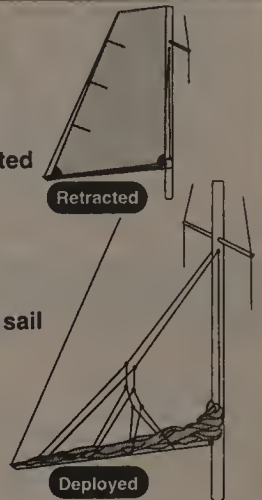
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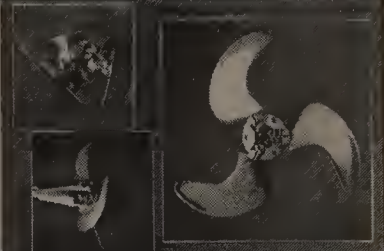
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24-FT GAFF CUTTER, ADELAIDE, reluctantly for sale. Built 1880, restored to gaff cutter rig. Fantail stem. Master Mariner winner, Lyle Gallo-way Trophy winner, fast & beautiful. Faster than Herreshoff Rozinante. Win the Master Mariners. \$5,000. (415) 332-7501.

25 TO 28 FEET

NOR'SEA 27, 1990. Beautiful aft cockpit cruising sloop. Many extras. Please call for detail sheet. \$48,000 firm. Pat, (408) 744-0498.

YAMAHA 25, 1978. Super condition, must see. New sails, standing & running rigging. Make offer. (510) 980-4046, lv msg.

HERRESHOFF, ROZINANTE. Loveliest of the Herreshoff canoe yawls. Displ. approx. 7,000 lbs, LOD 28 ft, LWL 24 ft, beam 6'4", draft 3'9". New sails & outboard. Winner of the Master Mariners Regatta. A joy to sail. \$15,500. (415) 868-2940.

BRISTOL CHANNEL CUTTER, 1977. Sam Morse hull/deck, teak exterior, new Perkins 3 cyl with MaxProp '95. New stainless water tanks & aluminum fuel tank. Cruising vet. \$31,000. Located San Rafael. (972) 564-1170.

EXPRESS 27, 1982. 3 new sails, Loran, VHF, Sailcomp, o/b, trailer, loaded. Excellent. \$17,500. (415) 456-3316.

PEARSON 26. Fast Bay boat. 2 jibs, main, spin. Older 15 hp Johnson, runs great. 2 burner Origo stove, radio, knotmeter, lifevests, Autghelm 400, loran. \$6,500 obo. Call Mike at (415) 961-2125.

ISLANDER 28, 1979. Original owner, Robert Perry design. Volvo diesel, new main, new storm jib, selftailing winches. Rigging replaced in '96. Custom interior, excellent condition. Lots of extras. \$14,995. Contact Ed at (415) 873-4353.

CATALINA 27, 1973. Tall rig, dinette interior, excellent condition. Recent survey. Roller furling jib, double reef main plus spinnaker. Atomic 4, new plastic tank. Compass, depthmeter, knotmeter, holding tank & Y-valve. New brass thru-hulls. \$9,000. (510) 743-3785.

ISLANDER 28, 1976. New standing rigging, lifelines, head & plumbing, windex '95. New knotmeter, depthsounder, Martec prop, windows '96. New mainsail, selftailing winches, complete epoxy bottom job & all new thru-hull fittings & seacocks '97. This boat is in very good structural condition with pretty good cosmetics. \$15,000 obo. Please call (408) 241-2725.

MacGREGOR 26, 1994. Very clean, like new. Jiffy reefing, double lifelines, swim ladder, railing, VHF, depthsounder, compass, enclosed Porta-Potti. Alcohol stove, pop-top cover, 8 hp longshaft Tohatsu with electric start, generator, trailer. \$10,500. Jon. (510) 283-1404.

CATALINA 25, 1980. Great shape! New North mainsail, VHF, DS, Loran. Pop-top w/canvas, fixed keel, roller furling, 2 anchors, 9.9 Yamaha electric start. Located in Emery Cove D-14. Asking \$6,900. Or trade for power boat. Call Randy. (702) 677-4760 eves or (800) 262-5252 ext 106, days.

VERTUE 25. Classic wooden sloop built 1952. Proven world cruisers. Professionally rebuilt & painted '97. \$25,000+ in receipts. Stronger than new. Diesel, exc sail/covers, head, galley, instruments. Minor cosmetics needed. Owner buying larger boat. \$20,000. (510) 893-1051.

ERICSON 27, 1978. Very good condition. 8 hp Yanmar diesel, wheel steering, main w/jiffy reef, storm jib, 120%, 150%, spinnaker w/pole. VHF, loran, galley, head & more. \$14,000 obo. Contact (707) 443-0489 or higgins@humboldt1.com

CAL 2-27, TEMPO, 1976. (#264). New interior, well maintained fresh water boat (Stockton). Pine-apple main and club jib, 2 North spinnakers. Inboard Atomic 4. Race ready, exc race record, including 2 overall first places in the South Tower Race. Interior includes 6 bunks, galley, enclosed head, stereo with tape deck, etc. \$12,750. Art, (209) 942-0185 dys.

27-FT CATALINA, 1978. Hauled out & rerigged 6/96. Inboard, 3 sails good condition. VHF, compass, shore power, dinette model. \$5,500. Call (415) 346-0188.

26-FT FOLKBOAT. Junk rig. Custom built, cold molded. Mahogany/cedar. West System through-out. 3/4 complete. Sail, mast, rigging, hardware, materials, etc included for finishing. Beautiful singlehander. \$3,000 obo. Please call Brandon, (916) 661-5980 or (916) 662-0602.



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26-FT THUNDERBIRD, 1966. Classic woodie. Only bird with teak deck I've seen. Needs fairing on replaced hull. 20 yrs of ownership. Truly a one of a kind. Emeryville slip, nose in wind, A-18. \$3,000 obo. (818) 308-1179.

ERICSON 27, 1975. 3 sails (2yr old North main), EZJacks, autotiller, 15hp inboard, standard equipment & layout. Sturdy Bay boat with local fleet. Moving forces sale. Upwind Richmond Marina. \$8,500. Phone: (510) 235-4860 or email: che@sinewave.com

CATALINA 27, 1973. Good hull/interior, 9 hp Nissan o/b '91, new 110% jib, roller furling, reaching spinnaker. Docked at Marina Bay, Richmond. Call after 8/25. Asking \$6,000. (916) 624-3573.

CATALINA 25, 1982. Pop-top, excellent condition. Full keel, dodger w/full canvas, autopilot, depthfinder, compass, 3 headsails, ground tackle, CD player w/ cockpit speakers, cockpit cushions, set up for singlehanded, more. Berthed Redwood City. \$9,800. Brad, (408) 749-4510.

28-FT BRISTOL CHANNEL CUTTER. "Home sweet cruising boat." Outstanding example of modern strength & classic beauty. Excellent condition, survey. Traditional rig, beautiful wood interior. Volvo Penta diesel, 8 sails, Monitor windvane. Fully equipped, ready. Photos. \$65,000. Contact (310) 833-4491.

26-FT MacGREGOR, 1994. Sloop, 8 hp Tohatsu motor with electric start, trailer, new improved rigging & sheets, GPS, VHF radio w/masthead antenna, compass, pop-top with enclosure. Private Porta-Potti, interior lights, sink, stove, swim ladder. Like new, \$8,900. (805) 242-3979.

CATALINA 27, 1984. I have bad back & wife has vertigo! Must sell boat. Let's talk. Please call Tom, (510) 865-3452.

26-FT INTERNATIONAL FOLKBOAT. Beautiful 1972 Swedish built pocket cruiser. Diesel, 1/2 hull, VHF, depth, KM, dodger, teak floorboards & paneling. A most forgiving but responsive Bay & ocean sailing boat. \$6,900. (650) 595-7788.

CAL 2-27, 1976. In exc condition. ready for Bay or coastal cruising. Main, jib, genoa, whisker pole, Atomic 4, Autohelm, 2 anchors, galley, head, waste treatment. Depth, knot, VHF, new compass, stereo cassette, cockpit cushions. Sails great. \$8,500 obo. (415) 572-1876.

CORONADO 27, 1974. Bill Tripp design. Very stable, 6'2" headroom, roomy interior, great liveaboard, 4 bags of sails. New standing rigging, enclosed head, 110v shore power, nice shape. A steal at \$2,900. (415) 563-3747.

MacGREGOR 26, 1994. 15 hp Mercury, trailer, 150% genoa w/roller furling, main, cruising spinnaker, Porta-Potti, pop-top enclosure, swim ladder, extras. Low hrs, excondition. Asking \$10,200. (425) 868-9587.

AMERIMAR 25 AND TRAILER. \$1,500. Contact (707) 528-6677.

COLUMBIA 28. Inboard, VHF, depthsounder, refrig, roomy interior. Exc cruiser/liveaboard. \$7,500/offers. (415) 892-1369.

C&C 25. Very strong, but still fast. Very well equipped to race or singlehand cruise. 4 headsails, some new, 3 spinnakers, Kevlar main, 8 Barent winches, VHF, Autohelm. Loran, KM, DF, wind speed & direction, Mariner charger. 8 hp Johnson Sailmaster '93, just serviced, running great. All lines aft, one burner gimbaled propane stove, legal holding tank. Just hauled, no blisters. \$5,000 firm. (510) 559-8942.

26-FT HUNTER, 1996. Immaculate, owner moving up. KVH depth/volt/knotmeter, Sunito compass, shorepower, battery charger, 8hp o/b, roller furling, bimini, sail cover. Stern pulpit seats, enclosed head, galley. \$25,000. Includes trailer. Long Beach Marina. Robert, (209) 448-9166.

CATALINA 27, 1985. Diesel, new batt, batt charger, dock power, 2 burner stove, 2 man inflatable, radio, adj backstay. Boarding ladder, double lifelines, Lifesling, Main, 130% furling jib, holding tank, Y valve, auto bilge pump, Tiller master. \$13,000. (408) 778-0047.

28-FT TRITON, #248. Yanmar diesel, new teak trimmed interior, improved structural mast support, 133 cubic feet of underwater volume, generous freeboard. Liveaboard headroom, 4 berths, 2 speed winches, main & jib, dodger, new boom & cushions for \$1.41/lb. Contact Myron Spaulding. (415) 332-3721.

25-FT BRISTOL CORSAIR. Bluewater pocket cruiser, dodgers, selfsteering, EPIRB, etc. 5,800 lbs. Hawaii & Mexico vet. \$1,900. (510) 483-9091.

TARTAN 27. Sparkman & Stephens heavy duty FB sloop in excondition. Roller furling jib, dodger, spray skirts, new water & fuel tanks, rewired electrical system, just repowered with Universal diesel, brand new prop. Shoal draft with swing keel. Ideal boat for SF Bay & Delta. \$8,500 obo. Interested in partial trade for a bigger boat (32-37 ft). Mike, (415) 324-1433.

MacGREGOR 26, 1988. Water ballast, centerboard, mast raising kit, light weight, easy trailering. Like new, always on trailer, dry & covered. Great driveway decoration, also sails well if you have the time. 7.5 hp Honda, VHF, BBQ, swim ladder, cockpit cushions, many extras. \$7,900. Please call (415) 927-0777.

GREAT INVESTMENT. Santana 27. Project boat, complete, requires 3 months work. Sacrifice, \$2,750. (805) 461-9254.

MacGREGOR 25, 1982. Perfect condition, 10 hp engine, trailer with extra long tongue, VHF, stereo, solar panels, swim ladders, stove, new sails. \$4,950. Call Naf, (415) 636-9324.

CATALINA 25, 1979. New Honda 8 hp (10 hrs), pop-top, swing keel, VHF, depthfinder, compass RDF, raft. See at Emery Cove. \$5,500. Call Jon, (510) 922-4788 dys or (510) 443-3105 eves/ wksends.

COLUMBIA 26, at Fortman Marina, Alameda. Recent keel repair & bottom paint. Handcrafted woodwork, VHF radio, depthfinder, 4 cycle o/b, knotmeter, older roller furling system. Serious offers only please. \$2,400. (619) 545-8877 dys or (619) 569-1271 eves.

MacGREGOR 25, 1982. 10 hp Johnson, new dodger, VHF, never used Porta-Potti, sink, alcohol stove w/trailer, rigged for Bay sailing. Exc condition. \$4,500. (415) 668-9301.

PEARSON 26. Main, 2 jibs, lifelines, sleeps 4, head, stove, large cockpit with cushions, VHF, compass, 7.5 Honda o/b. Great Bay boat. \$6,250 obo. (408) 865-1405.

SANTANA 28 SLOOP, 1978. Volvo diesel, 4 sails, sleeps 5, enclosed head w/holding tank, sink, stove, ice box, VHF, AM/FM cassette, full headroom, roomy interior. Great Bay or coastal boat. Sound hull. Needs some TLC. \$7,900 obo. (415) 322-9231.

PEARSON 28 SLOOP, 1978. Atomic 4 inboard, main & jib, sleeps 4, enclosed head, slnk, stove, cockpit cushions, roomy interior. Great Bay or coastal boat. Has minimal equipment, but Pearson quality at a bargain price. Asking \$7,500. Contact (415) 332-9231.

CATALINA 27, 1973. Dodger, Harken furler, AP, VHF, heater, Atomic 4 engine, all safety gear, sails, survey recent, haulout recent. Lazy jack system, boom control, traveler controls, solar panel. \$9,500. (510) 235-3242.

CATALINA 25, 1980. Fixed keel, 90% & 150% jibs, new bottom 12/96. BMW 7 hp diesel. A well maintained 2nd owner boat. \$8,500. Fortman Marina. (510) 938-7749.

CAL 28. New rebuilt inboard diesel, full batten main, headroom, 4 headsails, teak deck, Autohelm, VHF, knot, depth, 2 props. Twin batteries, 2 anchors, bilge pump, legal head, AC power, galley, holding tank. Reduced to \$9,500 obo. Please call (415) 346-1194.

MERIT 25, 1984, PADDY MURPHY. Handles like a small sports car. Fast, light weight, quick turns, full race gear. \$6,500 for serious buyer. \$7,250 for tire kickers. (510) 524-4759. See at Berkeley Marina.

1955 KINGSCRUISER. A 28 ft wooden sloop of mahogany on oak. A beautiful classic Swedish coastal cruiser. She has a BMW D7 rebuilt diesel & a full set of sails including spinnaker. Well maintained w/full cover. Last hauled 9/96. \$4,000 firm. Email: dbalford@polymail.edu or telephone: (805) 528-2014.

CAL 2-27, 1979. Inboard diesel, new 90% jib, 130%, main. New main sail cover, mast pulled & repainted 8/96, new bilge pump. Exc condition. \$12,500. Call Rich, (650) 363-1390.

COLUMBIA 28, 1972. New Volvo diesel, enclosed head, new standing & running rigging, lines led aft, new lights & battery, new sails, epoxy bottom, 2 burner propane stove, new instruments, tiller. Clean. Bought larger boat, must sell. \$7,900. (415) 331-7301.

ERICSON 27, 1994. Seldom sailed. Hull & rigging in exc condition. Atomic 4, full batten main. Moored at Brickyard Cove, Point Richmond. Please call (510) 236-1473.

CAL 2-27, 1978. Exc condition. Atomic 4, low hrs, knot, depth, VHF, GPS, 7 bags sails including spinnaker, propane stove, holding tank. Documented, built by Jensen Marine, all gear & ground tackle included. \$10,500 obo. (408) 685-2433.

CATALINA 27, 1975. Very good condition. Diesel engine. 130% & 150% roller furling jibs & full batten main. Bottom paint 6/96. Autohelm, compass, DS, KM, VHF, GPS, stereo, cockpit cushions. Sails great! \$8,500 obo. Contact Jeff at, (408) 479-7421.

MERIT 25, 1985. Johnson 4 hp motor, full batten main, new lines & hardware last year. \$7,500. (209) 683-6721.

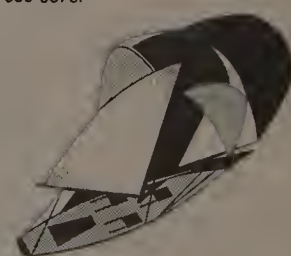
O'DAY 27, 1975. Atomic 4, roller furling jib, dodger, AP, KM, DS, VHF, Tachometer, engine hr meter. New upholstery, stove. \$7,500 obo. Two boat owner, must sell. (408) 688-0248.

S2, 8.0M, 1981. Exc condition. Great Bay boat. Sharp looking, nice interior, new roller furling, rebuilt inboard, North sails. Upwind Berkeley slip. \$14,500 obo. (916) 366-9625.

BEAT THE EL NINO. Safely trailer cruise Baja or San Juans. Ray Richards designed Haida 26. Ocean capable. 1984 recent major refit. Diesel, sails, rudder, teak interior, Harken traveler, etc. Headroom, trailer avail. \$9,900. (415) 331-7576.

EXPRESS 27. Fun, fast boat, great fleet, proven winner, great deal! \$15,000. (510) 831-9591.

ERICSON 27, 1974. New in '92-'94: standing & running rigging, FB mainsail, RF ST jib, electrical, propane stove, AP, dodger, 13 lines led aft, all Harken equip, much more. Atomic 4. \$10,500. (510) 536-9378.



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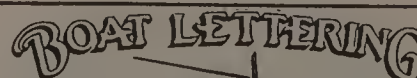
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NEWPORT 30, 1970. Clean & roomy, good sail inventory, Atomic 4 engine, lots of extras. Great liveaboard. \$7,500 obo. (510) 548-0331.

LANCER 30, 1982. Recent survey. Replacement value is \$40,000, market price is \$24,000. Needs bottom job. Will sacrifice. Everything included! (510) 754-3055.

LANCER 30, 1981. C&C design. Autohelm, roller furling jib, pressure water, dodger, Yanmar 18. Will consider trade up to Lancer 36. Call Bruce, (510) 521-8191.

YANKEE 30, #18, 1971. Sloop/cutter, LP decks/topsides, new Yanmar, Fleming windvane, new Navico AP, GPS, 4-D gels, Smart charger, solar, propane, windlass, ST winches, hard vang, 7 bags of sails & roller furler, dodger/bimini. No blisters! Beautiful condition. \$26,000. Please call (408) 293-0397.

NEWPORT 30 III, 1982. Cruiser in outstanding condition. Much new in '96-'97. Low diesel hrs. Professionally maintained, custom furl mainsail for singlehanding, too many extras - call for inventory list with ideal liveaboard features. Asking \$26,500. (510) 655-9469.

YANKEE 30 MKIII TALL RIG, 1974. Singlehanded cruisers dream. Classic Sparkman & Stevens design. TransPac veteran. Loaded with gear. Sail away in a legend. \$16,000/offers. (510) 536-2492.

CATALINA 30, 1979. New upholstery, standing rigging, lifelines & VHF radio, Harken roller furling & newer 140% jib. Exc 32 hp Atomic 4 engine, tiller, Autohelm, blue covers for sails & hull. One owner. \$19,000. (415) 348-5242.

ISLANDER 30 MKII, 1976. Wheel, dodger/bimini, new Harken furling large & club jibs, 5 winches, exc cockpit cushions, rails/nets, safety, microwave, stereo, frig, large dining layout. Must sell this month. \$19,500. (510) 486-8340. See to appreciate!

CAL 2-29, 1978. Fiberglass & teak sloop w/rebuilt 12 hp Faryman diesel, binnacle, pilot wheel. Jib, mainsail, all lines, 2 speed winches, VHF radio, BBQ, Danforth, head, shower, sink, water tank, sleeps 6. Berthed in Berkeley. \$18,000 obo. Steve, (510) 524-6084 or (510) 843-6378 wrk.

30-FT LYLE HESS CUTTER. Exact sistership of Lynn & Larry Pardey's famous *Talesin*. Big sister to Bristol Channel cutter. Mahogany new boat 1997, custom, professionally & meticulously built. Beautiful teak & birds eye maple interior. Outfitted for cruising with Yanmar, alum LPU spar, modern elec system, 7 sails. Wooden boat festival winner. Perfect in everyway. Own this custom beauty without the 7 yrs of tedious building. Over \$200,000 invested. (619) 683-3199

NANTUCKET 31, ENGLISH YAWL, 1971. Fiberglass, diesel, beautiful mahogany interior, teak decks, wheel steering. Pressure water in galley & head, tanbark sails, electronics. Strong boat for cruising. Asking \$22,000 obo. (415) 948-3900 or (415) 917-0925.

ERICSON 29, 1972. A very strong boat with lots of extras. Full spinnaker gear with .75 oz running spinnaker & 1.5 oz close-reaching spinnaker, both in good shape. Main & 3 jibs in fair shape. Skeg-mounted rudder gives exceptional tracking & control, even when flying a spinnaker. Winches include 2 Barent 22's & 6 Barent 10's. New bottom job 8/97. Atomic 4 rebuilt in '94, runs perfectly. Folding prop. New fuel tank, filters & lines in '94. New boom in '95. VHF, depthsounder, Loran C. Needs some cosmetic attention but nothing serious. Best offer over \$11,000 or trade in on trawler. Call Bill or Seyda at (510) 426-8181.

RAWSON 30. Garden design bluewater cruiser. Hawaii & Mex vet. New 29 hp diesel, w/Lastdrop & new prop, new batts, new complete rigging, new tall mast/boom, sails, Profurl, spinnaker, ST winches, dodger, boom gallows. New wiring, propane stove, new head, holding tank, teak floor, completely remodeled, Perko ports. 3 anchors, all new lights, Lifesling, DS, VHF, dinghy, wheel steering available. Price reduced to \$24,500. Over \$35,000 invested. Perfect for couple or solo sailor. Call for appointment. (510) 330-2692.

OLSON 30, 1982. Hull #170. Full sail inventory including new North 110% & 90% jibs. Immaculate condition. New berth cushions below & cockpit cushions. New Autohelm ST50 wind & speed instruments. Please call for details. \$19,900 offers. (619) 447-6992.

CATALINA 30, 1984. Turn-key in San Carlos, Mexico. Universal 25 diesel, furling jibs (135%, 110%, storm), wheel, heavy shrouds/winches, new epoxy bottom, reefing aft. Stove/oven, refrig, stereo, h/c pressure water, Macerator, 4 batteries, solar, AP & more. \$29,000. Contact Bruce at, (505) 254-0658.

BUCCANEER 2950. 30 ft solid cruiser built in 1979. Volvo diesel. Boat recently hauled. Good condition, original owner. ready to sail. \$15,000 obo. (510) 676-7611.

CATALINA 30, 1988. Very good condition. Wheel, 110% roller furling jib, 25 hp Universal diesel w/ fresh water cooling, propane stove/oven, hot water. All lines to cockpit, VHF radio. White w/blue covers. Teak & holly wood floor. \$32,500. Call (916) 581-5771 or (916) 573-1448 or (916) 269-2312.

OLSON 30, 1979. Hull #48. LPU topsides, double spreader rod rig. Larsen main, Mylar/Kevlar headsails, 3 spinnakers, spinnaker pole, Harken halyard & 2 speed selftailing primary winches. VHF, Lewmar hatches, solar panel, cushions. Clean boat. \$13,500 obo. (510) 237-8339 or page (415) 207-3728. Must sell.

OLSON 30, 1983. Hull #209, original owner, never raced. Great condition. Dry stored in Santa Cruz. Includes 3/4 spinnaker, full set of working sails & trailer. Single spreader rig. \$13,900 obo. Call (408) 426-6579 h or (408) 454-3403 w.

FEATHERBED 30, 1991. Award winning design. Fast, safe ocean cruiser. Sailed Indian, Atlantic & Pacific. Windvane, 2 tiller pilots, dodger, bimini, enclosed awning, all instruments, Profurl 140% genoa, main, storm sail. Volvo 18 hp. Lewmar ftgs. Oak interior, teak/oak sole. \$39,000. Please call (415) 369-9636.

30-FT ISLANDER BAHAMA, 1979. Great condition! 13 hp Volvo diesel, wheel steering, VHF, depth & KM. Great sail inventory, h/c pressure water, shower, stove/oven, dodger & cozy teak interior. Great, well balanced Bay & coastal cruiser. \$23,500. (707) 444-8380.

OLSON 30, 1983, HULL #203. Excellent condition, stored inside winters. Ballenger single spreader, new standing rigging in '91, complete sail inventory, 4 hp Yamaha longshaft, VHF, tandem trailer. Ready to tow, ready to sail! Priced to sell at \$15,900. (805) 489-6967.

ERICSON 30 SLOOP. Thick fiberglass, rebuilt engine, 12v refer, 110v, cruising galley, loran, HAM, AP, depth, VHF & more. Exc condition. \$18,000. H. Wygant. (415) 367-0660. PO Box 1201, Redwood City, CA 94064.

SANTANA 30/30 (30-FT), 1982. Performance cruiser, exc condition. PHRF rates 126, Volvo diesel, folding prop, GPS, refrigeration, roller furler, 7 sails, including full batten main, pressurized hot & cold water, shorepower, dual batteries & more. \$24,500. Hm (209) 236-1520 or (209) 520-7883 pgr.

GOLDENGATE 30. Tried & true bluewater cruiser. Sloop with inner forestay option, roller furling jib, almost new Yanmar, VHF, GPS, liferaft, windvane, 6 sails. Beautiful teak interior. Contact Marty, (360) 352-7962.

RAWSON 30, 1961, LONE RANGER. Sturdy, well built, medium displacement, cutter rig, furling main & staysail, anchor, windlass, chain, davits, lifelines. All lines aft, Autohelm wind & depth, Adler Barbour, Force 10, Yanmar diesel, pilot & quarter berths. \$13,500. (707) 527-7327.

HERRESHOFF OFFSHORE 31-FT, 1964. Classic ketch. Perfect Bay boat! New sails, sail covers & electronics. Rebuilt engine. Wood burning stove. Professionally maintained & in beautiful condition. Must sell. \$17,900. See her in Sausalito berth. (415) 928-7171 or email: bill@haufe.com

BUCCANEER 295, 1978. Based on Peterson 1/2 ton. Lots of sails & gear, roomy cabin, new upholstery. Volvo diesel with folding prop, dual batteries, knotmeter, depthsounder, VHF, compass, Autohelm. All lines lead aft. Epoxy bottom. \$12,500 obo. (510) 523-4150.

C&C 30, 1971. Racer/cruiser with expensive stuff like 10 bags of very good sails, Harken selftailing winches, hydraulic backstay, wheel steering. This boat is very clean. Reduced to \$14,950 obo. Must sell now. (510) 938-9616.

30-FT HURRICANE, 1946. Nunes Bros design. #2 of 18. Atomic 4, 5 sails, new standing rigging, recent haulout, new paint topside, head, refrig AC/DC. Sink w/electric faucet, bilge pumps, many extras. Located in Monterey. \$7,000. Must sell. Call Chet, (408) 643-1032 pm.

ISLANDER 29. Solidly built boat, just big enough to cruise or liveaboard. New cruising sails & cockpit cushions, propane stove, huge icebox, dinette, real enclosed head, AP. Fun, practical boat. Inboard needs work, has outboard. \$7,500, must sell. (510) 889-8958.

29-FT ROYAL CRUISER SLOOP. Fiberglass hull & deck. Aluminum mast. Mainsail, 3 jibs, spinnaker, pole & tackle. New paint, varnish, non-skid & upholstery. New depth, speed, VHF, & CD player. Inboard Volvo MDI. Exc pocket cruiser. 30 gal water & 15 gal diesel tanks. Hanging locker & enclosed head, sleeps 4, alcohol stove. Lloyds of London registration. Recent survey. \$11,500 obo. (510) 430-7795.

OLSON 30, 1978. Dry sailed, 7th 1996 Nationals, double spreader, 2 motors, dinghy, 15 sails, GPS, Sailcomp, refurbished trailer. \$20,000. Please call (805) 581-9220.

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32 TO 35 FEET

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33-FT APHRODITE 101. Danish singlehanded racer/weekender. Micron-epoxy bottom. New sails & running rigging. Loaded with electronic navigation, safety gear, ground tackle. Volvo diesel, recent valve job. Avon 4 man ocean liferaft. Pt. Richmond, CA. berth. Reduced to \$23,000. Call (425) 290-8580, after 4 pm.

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ENDEAVOUR 32, 1978. Well built, well maintained. 6 headsails, spinnaker. Lines to cockpit, Yanmar diesel, VHF, KM, DS, compass, Ioran, AP, solid fuel cabin heater. Singlehanded TransPac vet. \$22,000. (650) 363-9378.

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CORONADO 34. Aft cockpit. Clean, well maintained. Reliable Atomic 4. 90%, 110%, 130%. Wheel, automatic charger w/2 new batteries. Recent new rigging, lifelines. Stove, oven, refer, awning, full custom cover. Mast steps. DS, KN, VHF. \$19,000. (916) 786-5991.

35-FT FANTASIA, 1979. Hull #59. Strong ocean cruiser, center cockpit, aft cabin, 6'6" headroom, workshop, 215 gal water, 135 diesel, radar, GPS, solar, wind generator. \$68,000. Call for equipment list. (408) 672-5663.

TRAVELER 32, 1976. Built by Ron Rawson. New standing rigging, plumbing, wiring, tankage, custom interior & more. Asking \$45,000. For more details call, (408) 899-3261.

ERICSON 32, 1977. Wheel steering, Atomic 4, all the basic equipment but boat needs TLC. Selling cheap not because boat is a wreck, but because it's too far for me to use/fix. Lying Ventura. \$8,000. (510) 559-8942.

ISLANDER 34, 1967. Dependable Atomic 4, wheel steering, Lectrasan, dinghy w/outboard, etc. Lots of new equipment. Just hauled with new Interprotect epoxy barrier coat. Good solid boat, needs basic wiring & minor cosmetic work. \$11,000. (707) 829-1864.

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HANS CHRISTIAN 34, 1980. Cutter rig, strong cruiser with classic lines. New ProFurl & mainsail. Beautiful traditional interior, Adler-Barbour refer, CNG stove/oven, VHF, depth/knot, Autohelm wind, dodger, Alpine stereo/CD & more. Pristine brightwork. \$59,900. (510) 672-6849.

34-FT DOUBLE-ENDED CUSTOM KETCH. Locally built by Jack Lang in 1970. Perkins 37 hp diesel. Full keel with keel stepped masts. Full galley & head. Hull is hardwood frame, plywood skin under cold-laid fiberglass. Berthed Vallejo. \$7,500. (209) 878-0803.

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ISLANDER 34, 1977. By Islander. Fiberglass hull & deck, interior custom finished for liveboard. Volvo diesel, 6 sails, awning, holding tank, CNG stove/oven, shower, new upholstery. Furling jib equipment, unattached heater, new varnish, clean, well maintained vessel. \$19,900 offers. Please call (415) 456-7312.

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ERICSON 35, 1976. Classic performance cruiser, exc condition, lots of upgrades: wiring, standing rigging, head, upholstery, pressure water. Loaded w/equipment: Harken furling, Autohelm 4000, WS/WP, KS, depth, VHF, plotter, spinnaker w/gear, Mylar 135%, selftailing winches. Rebuilt Atomic 4. Paradise Cay berth #26. \$27,500. Call Robert, (415) 307-3416.

RANGER 33, 1976. Classic racer/cruiser/liveboard. Teak interior. Thousands in recent upgrades. Harken furler, traveler, windlass/plow, new gennaker, 2 mains, 3 jibs, SS propane stove, wheel steering, new cushions, compass, ST Barient 27's. Lines to cockpit, exc condition. \$22,900. (415) 331-7576.

36 TO 39 FEET

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38-FT DOWNEASTER CUTTER, 1978. Excellent condition. Many new upgrades, all furling sails, diesel, refrig, spinnaker. \$54,500. Contact (310) 574-1383.

HANS CHRISTIAN 38 T MKII, 1980. Autohelm: AP, wind & tri-data. Radar, GPS, VHF, HAM. New charging system w/monitor, inverter. Monitor windvane, watermaker, Lectrasan, Harken main & staysail travelers. Cruising spinnaker, storm trisail. New dodger, cushions. \$96,000. Ready to go. (510) 271-8031.

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MARINER 36, 1973/97. Japan built #5. Extensive restoration completed. Pages of systems/parts replaced. New decks, masts rebuilt & painted. TV/VCR, GPS, VHF, DS. 2 burner stove w/oven. Low time pampered Perkins 4-107. New prop, shaft, cutlass bearing. The list goes on & on. Topsides LP'd. This yacht is stunning, I mean really gorgeous. \$48,500 obo. Alan, (310) 870-3630.

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LAPWORTH 36. Sailed regularly on the Bay. Passed CG inspection, insured, new Perkins diesel, full boat cover, new cockpit & cabin cushions. VHF, Ioran, AP, new 110v wiring, spinnaker & gear, club footed. \$24,500. (707) 584-0311.

CHINESE JUNK, 1989. 36'x12', teak hull & deck. Cedar cabins, 40hp diesel. \$19,500 obo. Call Tim after 5 pm, (707) 865-1202.

36-FT ANGLEMAN (50-FT OVERALL). Newly refurbished. In very nice condition. Call for list of new equipment. \$62,000. Newport Beach channel mooring also available with or w/o boat. \$11,000. Ed Urbanec, (916) 274-1624.

BENETEAU FIRST38S5, 1992. Immaculate condition & meticulously maintained. Sleek & fast with 7 ft keel, 43 hp diesel, rod rigging, boomvang, dodger, radar, VHF, GPS. Roomy cherry interior with AM/FM/CD stereo. New bottom paint. \$119,800 obo. (510) 652-7458.

PEARSON 365, 1980. Sloop. 36'5" LOA, 11'6" beam, 4'6" draft. Exc liveaboard/cruiser, all lines lead aft. 40 hp diesel, electric windlass, roller furling, 5 batteries, generator, full electronics & nav equip including radar, GPS, AP, VHF, weather station. LPG stove/oven, refrig, freezer, microwave, h/c pressure including stand up shower. Zodiac survival raft & Zodiac inflatable dinghy w/ 5 hp engine. Too much equip & accessories to list. \$45,000. (510) 654-9295.

FREYA 39, CONTRARY TO ORDINARY. Cutter rigged, good sail inventory, Pro-Furl roller furling. Monitor windvane & Benmar autopilot, 45 lb CQR, 300 ft of 3/8" chain, Nillson anchor winch. Yanmar 3QM30 recently completely overhauled. \$85,000. Jim Hogan, (415) 604-0765 wk or (415) 728-9528 hm.

RANGER 37, 1973. Racer/cruiser, Westerbeke diesel, optional extended rudder, Schaeffer roller furling, large sail inventory. 13 winches, CNG stove, lots of equipment, complete survey less than 2 years ago. A real value at \$29,900. Call (209) 536-9282.

ENDEAVOUR 37. Perkins 4-108, cruise equip, shoal draft, Monitor windvane, solar panels, windlass, all chain rode, SSB, HAM, VHF, CB radio's, radar, 6 man liferaft, AC/DC, propane, refer, freezer, propane stove/broiler. Eng driven compressor (cold plates) for freezer, hot water heater, SatNav, Ioran, AP, ex fuel tank, Haylon Fire X system, heavy ground tackle, roller furling jib, dodger & awning, much more. Needs TLC. Sacrifice \$55,000 obo. (209) 785-1750.

LAPWORTH 39, SONATA, 1958. Strip glued mahogany on oak, 10 ft beam, 6 ft draft, 18,000 lbs. Sails up to PHRF 150 rating, rebuilt BMC diesel, recent Pineapple sails, holding tank, 31 gal fuel, 60 gal wafer. Many upgrades in racing condition, incl 8 ft Montgomery dinghy w/sailing rig. Survey 10/96. Appraised at \$32,000, moving, sacrifice \$23,000. (510) 845-2455, pls lv msg.

MORGAN 38. Greaf Bay or coastal sloop designed by Ted Brewer. Harken furling jib, main sheef traveler & jiffy reefing. Roomy Interior w/ VHF, Ioran, stereo, stove, refrig. Solar/shore charger for batteries, 5 sails. \$56,000 obo. Call (650) 328-2408.

38-FT CHEOY LEE CUTTER RIG. Ready for cruising today! New diesel, teak deck, large cockpit, full electronics, Monitor vane, coldplate, watermaker, dodger, bimini, solar, new standing rigging, Switlik liferaft. Cruising & storm sails, electric windlass, more. Beautiful condition. \$79,500. (619) 542-0603.

LANDFALL 39 PILOTHOUSE. \$37,000 retit including new engine in '96. Dry rot in deck but priced \$13,000 below book value at \$53,000 Incl delivery from Seattle. (800) 722-9680.

37-FT DISCOVERY. All fiberglass construction, 1971 vintage, Canadian designed sloop, '88 Yanmar diesel, furling, steering wheel, instruments. Very good condition. Last survey '94. \$22,500 obo, will consider trade for 20+ trailerable power. Eric, (510) 769-7480, pls lv msg. Alameda.

38-FT FARALLON CLIPPER, 1949, #7. Professionally maintained Bay classic. Exc condition. Comfortable, yet fast, easy sailing. Douglas fir on oak. 120% roller genoa, depth, knotmeter, VHF, GPS. Perkins 4-107 w/20 gal fuel, 50 gal fresh water in 3 tanks. Holding tank for toilet. 4 anchors w/chain-nylon rode. Hauled in July, new topside paint, bottom paint. July survey. When out sailing, everyone comments on what a beautiful boat. Sacrifice, must sell. Price reduced to \$24,000. Jim, (415) 389-9304.

ISLANDER FREEPORT 36. Popular B plan, '84 model. Bristol, queen berth, 50 hp diesel (1,290 hrs), roller furling, spinnaker, T cockpit, Autohelm 5000, swimstep, wind speed/direction, temp, log, Garmin 210 GPS, VHF, double sink, Adler Barbour refer/freezer, h/c water pressure. New 6 gal water htr, holding tank, macerator, teak & holly sole, inverter, 4 batteries, stereo, dodger, suncover, Achilles dinghy, 4 hp Suzuki. Danforth & CQR, hauled & totally new bottom '97, battery charger, jiffy reefing, microwave, 9" TV/VCR, head with shower, 6'9" headroom, EPIRB, new varnish and much more. \$75,000 or trade up to Peterson 44 or ? (714) 487-9405.

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LAPWORTH 36. Fun Bay cruiser, new interior cushions, Yanmar diesel. Perfect for weekend cruising or liveaboard for 2. Strip planked mahogany. Excellent value at \$8,500 firm. Call Scott, (415) 369-6127 or (408) 743-3060.

BENETEAU 35s5, 1990. 2 cabins, African mahogany & marble. Cruising/racing equipped, beautifully maintained. 3DL & UK sails, full batten mains, roller furling, wing keel, swim platform, Volvo diesel. Fast & dry. Recent survey. \$75,000. (415) 435-9483.

COLUMBIA 36, 1968. Crealock. Upgraded, perfect liveaboard, racing, cruising, very well equipped including extra engine, lots of toys. \$40,000 with smaller trade possible. Also have complete Atomic 4 engine rebuilt. \$2,000. Also, 24 ft Piver Trimaran with trailer. \$2,500. (415) 563-4421.

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40 TO 50 FEET

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VALIANT 40, #187. Recent blister & LPU at Baja Naval. New standing & running rigging, boom, traveler, sails, dodger, bimini, canvas, electric, plumbing, electronics, watermaker, etc. In San Carlos, Mex. No tax for buyer. Asking \$130,000. Ready for bluewater cruising, enjoy Mexico then take off! For equipment list call, (505) 982-5341.

ILLINGSWORTH, PRIMROSE 49'7", (Axel Heyst), laminated members & hull, British built to Lloyds, A-1 standards 1967. Newer Ballenger spars & Volvo 3 cyl (saildrive). Performance cruiser similar to Swede 55, capable of out-performing newer designs by hours at sea. Cutter rig with full sail inventory ideal for shorthanded sailing. Product of Illingsworth, Primrose, Camper-Nicholson, which resulted in the perfected version of Chichester's (Gypsy Moth IV). \$62,000 or trade. Contact owner, (415) 907-9803 pager or (415) 332-2060.

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DOWNEASTER 45 KETCH, 1978. Sturdy, seaworthy, stable yacht fully equipped for long distance cruising or liveaboard. Many upgrades in recent yrs. \$99,500. For complete details phone, (250) 629-3886 or fax (250) 629-3673.

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ONAN 5 KW GENERATOR, \$500. SiTex-Koden 32 mile radar, \$500. 48" ship's wheel, \$100. Ron, (707) 557-2114 or (707) 552-2659.

45-FT MAST, BOOM & POLE. All wood with hardware. Used with 1943 Rhodes 33 ft. \$350 obo. (510) 769-0656. Sails cheap.

USED GEAR FOR SALE. Retired from sailing. Nissan 2.5 hp, 6 ft Sevyrol dinghy, o/b bracket, lifejackets, Lifesling & hoist, sheets, rope, cleats, blocks, fuel tank & hose, hand pumps, 8 lb anchor rode & line, fenders, shorepower lead & adapters, 2 foulie suits. \$500. Doug, (707) 939-1873.

ONAN 15 KW DIESEL GENERATOR with sound shield. 1,400 hrs. Heat exchanger cooled. exc condition. \$4,000. Dave, (360) 371-5700 dys.

ICOM M600 MARINE SSB, '97 factory overbuild, shielded cable, manuals. \$805 obo. Furuno 1621 MKII radar, new, 16 mile, 67 ft cable, demo, manuals. \$1,520 obo. Sayes rig windvane, newly reconditioned, mounting, cloth sail, manuals. \$595 obo. (510) 523-2203.

ADLER BARBOUR SUPER COLD MACHINE. \$250. 2 PS 35 watermakers, one new \$1,200, other \$900. Powerline 120amp alternator. \$200. Alpha 3 stage regulator. \$100. ICOM 735 HAM/SSB w/manual tuner & extras. \$750. Solar regulator. \$35. Misc hardware and books. Please call (408) 689-1079.

DIESEL 3 CYLINDER HERCULES. Newly rebuilt with no hrs. New fuel pump & injectors, rebuilt veldrive transmission. \$2,500. (707) 528-6677.

ICOM M-710 SSB RADIO with AT 130 antenna tuner. Software formatted for all HAM bands. 6 months old. All ready to plug & play. \$1,600. Honda 9.9 shortshaft, electric start, never used. \$1,400/offer. (415) 892-1988.

BORG-WARNER 72 CR TRANSMISSION. New condition "take off" from engine. Has been bench test run. Model 10-18-006 counter rotation type. Forward reduction ratio 1.91:1. In line (not "drop center") reduction gear. \$1,400 FOB. Alameda, CA. (510) 523-7670.

MONITOR WINDVANE, \$1,200. Ideal electric windlass, \$500. Pillar Point Harbor mooring permit, \$900. Other misc gear. Ed, (415) 846-5893 w or (415) 728-5067 h.

LITTON 406 EPIRB, \$600. 35 lb Danforth, \$150. 45 lb CQR, \$350. Navico autopilot WP5000, \$350. 2 CNG tanks & regulator, \$250. Simpson Lawrence Hyspeed manual windlass, \$350. Charger, 35 amp Comm. Duty, \$150. Nissan 3.5 o/b, \$400. All exc condition. (408) 662-2420.

NORCOLD 8 CU REFRIG LPG/110, \$795. Prop. 21x17x1-3/4 RH, \$225. 43" wood wheel, \$95. 10 ft West Marine inflatable, \$595. Honda 9.9 o/b, \$995. Foul weather gear, Henri Lloyd, 2 sets, one new \$195, one used \$95. (415) 460-6858.

RANGER 23 SAILS. Beautiful multicolored spinnaker, \$850. Like new Pineapple 120% class lapper, \$650 & a small orange & yellow storm spinnaker, \$400. Please contact Gary Jackson at (510) 653-5100 or (510) 245-0849.

PUR 35 WATERMAKER. Never used. \$1,300. 16 ft Parachute sea anchor. \$350. (415) 721-7245.

47-FT BALLERNA MAST. 2x6 bottom cross section. 4x4 top. Black aluminum. Great for a 32-36 ft boat. Don, (510) 523-9011.

PLASTIMO 6 MAN OFFSHORE CANISTER, ITT 150 Nightvision, Astro sextant, Trimble Ensign GPS, Signet wind unit, weatherfax, Sony portable shortwave, 460 EPIRB, double Tahiti kayak, sails L=39.90, J=13.00, P=44.80, E=15.10 and other. (510) 655-8800 or utkan@ccnet.com

8-FT DINGHY WITH OARS. \$200. Dickinson cabin heater w/5 gal SS fuel tank & all SS flue stuff, complete. \$536. Lectrasan tank & motors. \$225. 4 man liferaft, Beaufort. \$1,800. (510) 524-4759.

CHARTS FOR SALE. \$5.00. Large selection of world charts: US, Canada, east & west coasts, gulf coast, Med, Europe, Japan, Caribbean & more. See website for details <http://www.frii.com/~jdware/charts> or call, (671) 565-6901 for list.

NISSAN 5 HP LONG, 1996. Used once, \$850. Pfaff 130, perfect condition, \$650. Bronze Edson bilge pump, \$200. Dodger & SS frame, \$390. New stainless winches, Barient clones, \$120 to \$180 each. Classic boom gallows, heavy duty, painted, \$200. (415) 331-9219.

300-FT 3/8 INCH HIGH TEST CHAIN. Like new, \$500. Will deliver. 3 solar panels, \$175 each. Forespars spinnaker pole, 14 ft long, 3 inches wide, \$175. (415) 967-7359.

SAILS FOR SALE. Genoa, jib, main & storm. \$400 obo. 6 hp Johnson longshaft complete with fuel tank & extra prop. Dan, (562) 435-0434.

2 SOLAR PANELS, 55 WATT, \$200 each. 2 disassembled complete Westerbeke diesel engines, \$500 for both. Wilcox Crittenden Skipper head, like new, \$300. New Horizon jib off Pearson 385, 110%, \$600. Johnson 7.5 longshaft, \$600 or trade for shortshaft. Avon rowing dinghy, \$250. Wanted CAT propane wall heater. Please call (510) 430-7795.

SHIPMATE STOVE, 3 burner with oven, Avon Redcrest inflatable, ACR EPIRB, Sitem HH-150 handheld VHF, 3/8 anchor chain (100 ft), bosun's chair. (510) 521-7265.

SPINNAKER. 3/4 oz tri-radial conventional with nice hoop bag. Luff 58.3, max girth 35.6. Red, white, blue & black colors. Sailmaker says in almost new condition. Cost over \$5,000 new. Maker offer. Also, large 145% light cruising laminate genoa, 832 sq feet of sail area, luff 56 ft x leech 55.3 ft x foot 31.5 ft. LP=29.73 ft #6 foil tape on luff & is stored in an excellent long zippered bag. Cost over \$3,500 new. Both sails in a must see to appreciate condition. Make offer. Call Bob, (510) 533-0206.

MUST SELL, 23 ft Hereshoff, \$5,000. 26 ft Bristol Channel Cutter. \$12,000. Fiberglass El Toro. \$350. Volvo MD6 diesel. \$950. 3 hp outboard. \$350. 1-1/2 hp outboard. \$250. 6 man dinghy in pod. \$750. 1952 Chevy p/u truck. \$5,000. Must sell everything, leaving the country. No reasonable offer refused. (415) 668-8161.

MISCELLANEOUS

FOUND: FAIRLY OLD WEST MARINE inflatable dinghy drifting in Raccoon Strait early last month. Call to identify & claim. Rob, (415) 383-8200 ext 109.

RELAX, SAIL, SAVE! Never be stuck in commute traffic again! Live where you can sail on flatwater, fog free. Berth rates \$80 for 30 ft sailboat. Work, relax, enjoy the Bay. Commute SF by ferry (53 min), no parking fees. 5 minutes from ferry to boat for afternoon sail. Exc condition. 4 bedroom, 2 bath & 12x24 deck with lots of trees & view of Tamalpais. Beautiful, spacious apartment with full kitchen, bath, entertainment area. \$174,450 offers. Brokers welcome. (707) 554-4681. Vallejo.

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SAIL-SERVICE-SOCIALIZE. San Francisco Bay Oceanic Crew Group invites skippers, crew & apprentices to join one of SF Bay's most active sailing groups. Participate in service, skill-improvement sails & fun sails. For more information call (415) 979-4866.

CLUB NAUTIQUE UNLIMITED INDIVIDUAL membership. New family situation dictates change in lifestyle. No reasonable offer refused. Tom, (707) 542-5876.

BARBARY COAST BOATING CLUB, Northern California's gay & lesbian club. Open to owners & enthusiasts of sail & powerboats, kayaks, canoes & PWC's. Monthly meetings & lots of events. Call our hotline, (415) 905-6267.

CLUB NAUTIQUE UNLIMITED COUPLE MEMBERSHIP. Save hundreds of dollars. Outstanding sailing instruction, seminars, full certification & social events all included. ASA sailing school of the year. Modern fleet berthed in Alameda & Sausalito. Includes membership in Ballena Bay YC. (408) 257-4325.

CLUB NAUTIQUE UNLIMITED COUPLES transferable membership. New price: \$4,425. Your price: \$3,400. You save \$1,025! We have learned to sail, but have a new little sailor on the way & need to devote time to him. (916) 727-2923 or email: dmvaugha@ingr.com



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BAADS, the Bay Area Association of Disabled Sailors, offers safe, exciting recreational opportunities on San Francisco Bay for the physically disabled sailors & able-bodied volunteers. No sailing experience necessary, adaptive equipment available. Cash & other tax deductible donations welcomed. (415) 281-0212.

BOAT SALE: RICHMOND YC FOUNDATION must sell the following donated boats immediately to raise funds for charitable activities. O'Day 27, well equipped, clean & ready for Bay & Delta, Atomic 4. Nice family sized cruiser. \$5,995 obo. Pearson Commander. 25 ft of exceptionally well maintained long keel beauty. Big cockpit version of Ariel. Marvelous for Bay daysailing & Delta cruising. Fresh bottom paint. Great outboard. \$2,295 obo. Cal 20. One of the most popular boats on the Bay. Clean & ready to go. Get into sailing for less than the price of an El Toro! \$500 obo. Trailer available. Please contact (510) 283-0394 or (510) 233-1286 or nbarn@pacbell.net

BASIC BOATING & SEAMANSHIP COURSES. Conducted by US Coast Guard Auxiliary. Sept 23rd - Nov 18th, 7:30 - 9:30pm, Tuesdays & Thursdays. Yerba Buena Island (between SF & Oakland). \$30 includes texts. For more info please call, (415) 399-3411.

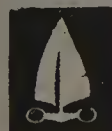


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CREW

WANTED: ATHLETIC, EXPERIENCED FEMALE crew for cruise aboard Tayana 37 from San Francisco to La Paz, Mexico. No drugs or heavy alcohol or smoking. Leaving Oct. 1st. Returning March 15th. (415) 875-7412.

NEED CRUISING LADY for 7 month adventure. Mexico & Sea of Cortez leaving this Nov. Attractive & trim are important, easygoing with happy heart & spirit are essential. Age open, 50 is fine. Mature, experienced, natural, genuine, athletic, fit skipper. Sound, proven boat. Letter & photos to: Skipper, 543 E. Sycamore, Orange, CA 92866. Let's meet now & share the enjoyment of local summer sailing & voyage planning. Sailmates & soulmates.

HEAR YE, HEAR YE, ALL YOU SINGLE SAILORS, skippers, mates, crew (advanced or novice), come join us at our social & meeting to be held at Oakland Yacht Club in Alameda on the second Thursday of each month. Social starts at 7 PM. For details call Single Sailors Assoc (SSA), (510) 273-9763.

EASY-GOING, RETIRED, GWM professional seeks attractive, straight male (19-26) for all expense paid (+ allowance) travel. Includes yacht charter, in Europe & Med area from my villa in Aegean/Greek Islands. Your position complete with private guest house & vehicle. Respond w/ photo & brief intro to: Mr. P. Ferrell, 733 W. 4th Ave., #656, Anchorage, Alaska, 99501. Phone/fax: (907) 694-8691.

CHRISTIAN BOATERS WISHING TO have Sunday morning worship on the Bay or at the Treasure Island chapel. Contact Bruce, (510) 521-8191.

CRUISING MERMAID, underwater photographer. Attractive, athletic, fun, published, dive master loves travel, adventure, sailboats, diving. 5'4" slim brunette seeks to fulfill dream of cruising warm waters (preferably with soulmate, age 42-50ish, fit, NS). P.O. Box 4136, Laguna Beach, CA. 92652.

CARIBBEAN TO SAN FRANCISCO. November '97 through February '98. Hylas 47, daily expense \$35, segments available, cruising pace, M/F various level skills. During September 6th - October 3rd call (510) 516-1805. Oct. 3rd - Oct. 31st use (809) 779-8300. Fax, (809) 779-2543. St. Thomas.

NEED TO HITCH A RIDE TO the Virgin Islands or destinations on the way this Fall. Depart from anywhere. Looking for good crew? Call Andy, (805) 337-4396 pgr or (818) 505-0695.

CREW WANTED. M/F, unencumbered, to sail to & thru Canal. Coastal sailing with buddy boat. I'm widowed with lots of bluewater behind me & lying in La Paz, Mexico. Write: Jim Wallace, 2804 Canon St, San Diego, CA. 92106.

EXPERIENCED CREW WANTED. Cruise Belize, Bay Islands, San Blas Islands. Boat in Rio Dulce now. Well found 36 ft sloop & experienced skipper ready for more. Minimum 2 month commitment. Share food, ice, fuel costs. Fax *First Light*, Mario's Marina, (01) 502-332-4885.

DWM 40 SEEKS FEMALE for romance & local cruising on 30 ft trawler. Now in San Francisco, moving to San Juan Islands in 5 yrs. Non-smoking, wine drinking WF 30-50 preferred. Pls lv msg at (415) 398-6908.

IF YOU DESIRE SAILING AWAY on your own boat, with a SW, simply stunning, smiley blonde F, that's willing to pour your wine, pull a rope now & then, tell someone to swab the deck, defrost the King Crab legs, peel the potatoes & appreciate your obnoxious sense of humor, then look no further! You've found Aqua-Princess! I promise not to interfere with your need to spoil me & make me happy. Just don't get in my sun. Candy at either (541) 937-2991 or email: clchitty@pond.net

SEAWOMAN HAD A WONDERFUL WINTER sailing & diving with new friends met thru *Latitude*. 7 months off starting October & would like to do Baja Ha-Ha & beyond. Non-smoker, Independent, fit, goodlooking blonde, 5'6". Scuba instructor, licensed Merchant Mariner. Prefers sailing companions over 40. Box 33214, Juneau, Alaska 99803.

SAILOR LOOKING FOR STRONG, adventurous lady mate. Possibly Mexico to Dec. 26 ft sloop. Leon, (415) 437-5558.

CREW WANTED. Tahiti to Hawaii on 50 ft ketch. Leave Oct '97. Pls call (650) 321-3646 or pager (650) 562-4083 or PO Box 464, Alviso, CA 95002.

NEED CREW? I desire experienced skipper & crew to sail far away, everywhere. 12,000 miles, bluewater sailing, Force 11, doldrums, beating - I love it all. I'm a cheerful, reliable, independent woman 5'9", 50's, in perfect health. Please call (415) 455-9460 or nancyjai@aol.com

WANTED: STEWARDESS/DECKHAND for 55 ft luxury charter ketch operating Eastern Caribbean Oct-May. Local couple seek young woman to join in cooking, serving guests, sailing, maintaining classic yacht. Offering small individual cabin, training, maintenance salary, adventure sailing. Call (408) 625-9432, 09:00-10:00.

WANTED: LADY FIRST MATE aboard Grand Banks trawler. Mature, personable, enjoy Bay, Delta & offshore cruising including the social & maintenance aspects of boating. Smoker, social drinker OK. If interested call, (510) 820-2898.

DO YOU LOVE SEXY WOMEN, social & sports experiences? 2 sea goddesses, the ideal companions, fun-loving, creative, intelligent entrepreneurs. 1 brunette, 1 blonde. Athletic yet sophisticated, seek 2 handsome, energetic, sensuous, entrepreneurial gentlemen 35-48 yrs old. We want to sail around the world. No heavy drinkers or drugs. Men who understand & respect commitment. Skiers a plus for the blonde. Avid diver a plus for the brunette. Write "us" with photos c/o BB, PO Box 8850, Aspen, CO. 81612

CREW EAGER & AVAILABLE. 35 yr SM. Follows directions, loves to learn & loves sailing at night. My 10 yrs of sailing experience includes 3 yrs YRA exper. & 1 yr ocean racing exper. I bake great cookies & am a competent chef. I'm mechanically inclined & an avid diver so I can help w/ maintenance. I'm very easy to get along & drink very little. Both sailing & cookie references are available. I'll sail most anywhere warm & sunny but the Caribe is my eventual destination even if I end up swinging thru the Marquesas on the way or hanging in Baja for a season. Ready to go as soon as 10/1. Please call Neil at, (415) 550-8523 or (213) 256-8007 or NLOWIN@AOL.COM

BAY SAILOR WITH SOME OFFSHORE experience, age 40, seeks to crew in Mexico & points beyond. Available this winter with open calendar throughout '98 & beyond. Can assist with preparations. Ready for the adventure & prepared for the responsibilities. Steve, (707) 449-8486.

ADVENTURER SEEKS ADVENTURESS. Trim, fit, easy-going, considerate, warm, friendly, optimistic, thoughtful, unpretentious, non-materialistic, semi-retired, 5'9", 40's, with 40 ft sailboat & dry wit is looking for long term partner to cruise Northwest in '98 & after that, the world? Other outdoor interests include bicycling, backpacking, adventure in general. Experience is less important than being enthusiastic, stable, responsible, pleasing to heart & eye. Smoking, other bad habits negotiable. 76367.3320@compuserve.com (preferred) or (415) 949-1682, lv msg.

BAJA CREW NEEDED. Male/female, 1-2 people to make Ha-Ha/La Paz trip on Catalina 34 with 5x year old athletic male singlehander. Previous coastal experience required, Baja coastal knowledge a plus. Don, (619) 220-0737.



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VERSATILE, CONFIDENT FEMALE, 40's, seeks crew position on south/westward bound yacht. Responsible, amiable, intelligent, SCUBA, easy-going. Prefer 45+ yacht but will consider any situation. Cheryl, (619) 544-0543.

NEED EXPERIENCED SKIPPER FOR woman owned cruising cutter going to Mexico & beyond beginning late Fall '97 until June '98. Two additional crew also needed. Friendly, calm, n/s, mechanical, electrical skills important. Looking for good ambiance & a fun trip! (415) 654-9008.

MATURE COUPLE with scads of offshore sailing experience (and 350 ton master's license), looking for berth on interesting winter cruise. Well traveled, well read & fantastic cook. Fax/phone: (250) 954-0427 or email: yachtidel@island.net.

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PANORAMIC VIEW OF BAY! See the towers of GG Bridge from kitchen, familyroom, bedroom, decks. Overlooking marinas with low berth rates. Commute to SF by ferry (53 min). 60'x150' lot. \$42,000. Will trade for cruising sailboat. Contact (707) 554-4681. Vallejo.

SOMEBODY'S GONNA GET A BARGAIN! Very nice, 14'x60', 1986 Silver Crest mobile home at a must sell price. 2 bedrooms, each with large closets, 2 full baths, indoor laundry and nice layout. Located at Country Fair Estates senior park in Dunnigan (from Hwy 80 at Vacaville, take 505 north for about 35 minutes). Vacant, so can be moved into immediately (\$225/mo space rent) or move this beauty off premises onto your own lot.

Original price \$32,000. Drastically reduced to \$17,000. Death forces sale, so please, serious buyers only. (707) 553-2725.

TWO BEDROOM CLEAR LAKE HOUSE on two lots. Looking to trade for a downpayment on a boat, sail or power or a 4 Runner, etc. Quiet, fenced yard, near school, garage, nearby beach launch & pool. \$47,500. Flexible low payments. (707) 882-1875 or (707) 884-3803.

SALE OR TRADE. Horse property, S. Oregon. 2,400 sq ft home, guest house, 3 ponds, 35 fruit trees, secluded & beautiful, exc condition. Ex-cruiser will take cruising boat to 36 ft partial down. Loc anywhere OK. Info, (541) 597-4332.

WATERFRONT TOWNHOME w/private dock. Immaculate 4 bedroom, 2 bath. Over 1,900 sq ft. Vacation living, minutes to new BART. Easy access to Delta. Great sailing & boating! Cathedral ceilings, skylights, fireplace. Located in Marina Park, Pittsburg. Walk to downtown shops & restaurants. Possible lease option or buy for only \$224,950. Owner/agent, (510) 439-2058.

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42-FT BERTH IN MARINA BAY. Below market value at \$150/month. Call (510) 307-9948.

PIER 39, SAN FRANCISCO. 50 ft slip for sale. \$30,000 or lease \$350 per month plus utilities. For info pls call (415) 956-7422 or (510) 769-0337.



BEAUTIFUL, PRIVATELY OWNED 40-50 FT slips for rent in Emery Cove. Near the foot of the Oakland/SF Bay Bridge. Convenient location, great amenities. (510) 522-2928.

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MEN & WOMEN SAILORS! Join our team of 27 professionals at OCSC, SF Bay. Best teaching & sailing location located on the Olympic Circle, large & extremely well maintained fleet, flexible schedule, well organized syllabuses & curriculum, great shoreside facility. There are only 3 students per class & certification standards that make you proud to be an instructor. It's exciting work w/motivated students & a great team atmosphere w/top pay & liberal boat use privileges. If you have great communication skills, an interest in teaching, exc sailing & seamanship skills, we would like to talk to you. We will help with CG licensing & US Sailing Instructor Cert. Call Rich at (510) 843-4200.

BUSY SAN RAFAEL BOATYARD seeks experienced person with varied skills. Must be energetic & reliable. Congenial workplace, competitive salary based on ability, benefits. Marin County Boat Works, (415) 456-3154.

6-PAK CAPTAINS & SAILING INSTRUCTORS. Spinnaker Sailing in San Francisco is hiring sailing instructors & captains for part time or full time work in the City aboard our fleet of 22'-44' sailing yachts. Excellent wages and benefits. Fax resume to: (415) 543-7405 or phone Dave Peterman at (415) 543-7333.

SAILING INSTRUCTORS. Spinnaker Sailing is looking for qualified sailing instructors to teach both keelboat & small boat sailing classes. Part time & full time. Teaching locations include Mtn. View, Redwood City. Please call Rich or Bob at (650) 363-1390.

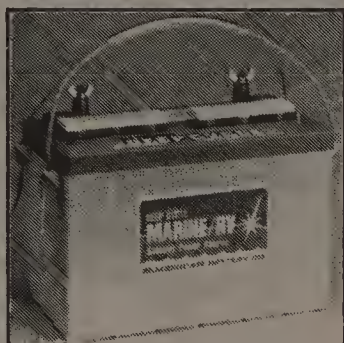
GENERAL OFFICE ASSISTANT for Scanmar International. Duties include maintaining the data base, filing, invoicing, order processing, mailings & answering the phone. Computer knowledge required & you must be a detail oriented self-starter. If you like cruising, you will feel at home at our friendly office/factory in Point Richmond. Benefits. Send resume to Gillian, Scanmar International, 432 S. First St, Richmond, CA 94804. Fax: (510) 215-5005.

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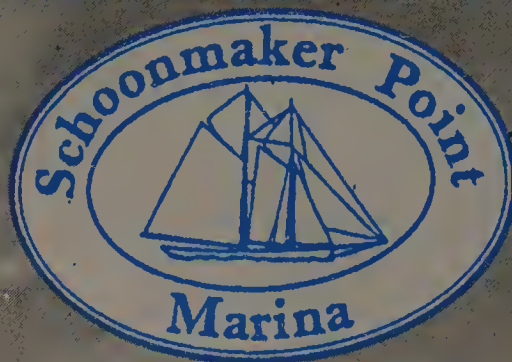


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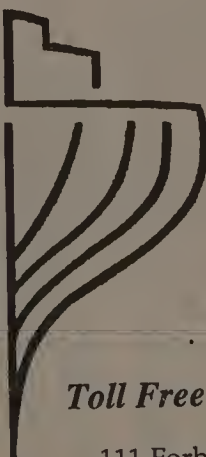


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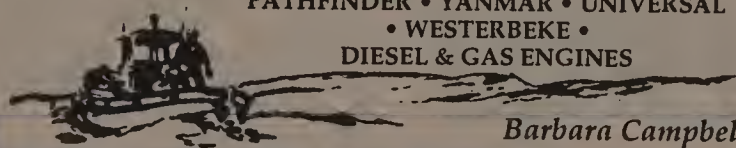
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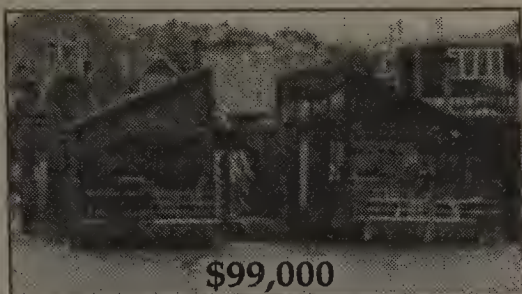


ADVERTISERS' INDEX

ABC Yachts	254	Baja Ha-Ha Sponsors	112	Boat US	33	Charter 'Valkyrien'	198	Desolation Sound Yacht	
Adventure Cat Charters	30	Baja Naval	188	Boeshield T-9	179	Chula Vista Marina	224	Charters	196
Alameda Prop & Machine	209	Ballena Bay Yacht Brokers	22	Bottom Siders	104	Citibank Fall Cup	31	Detco	153
Alameda Yacht Club	16	Ballenger Spars	152	Boy Scouts - Pacific Harbor	247	City Yachts	17,19	DeWitt Studio	20
Alaska Diesel Electric	95	Barnett Yacht Insurance	227	Boy Scouts - Pacific Skyline	83	Club Nautique	57	Diesel Fuel Filtering	92
Alcom Marine	65	Bay Island Yachts	7	Boy Scouts - San Francisco	250	Club Nautico Cartagena	194	Discovery Yacht Charters	196
Allemand Bros. Boat Repair	229	Bay Riggers	38	British Marine	105	Coast Marine	165	Discovery Yachts	12
Allied Ropes Company	104	Bay Ship & Yacht Co.	51	Brisbane Marina	153	Community Mattress	242	Dolphin Productions	223
Almar Marinas	163	Bay View Boat Club	30	Brookes & Gatehouse	210	Conch Charters	198	Downwind Marine	225
Alpha Systems	89	Bay Wind Yacht Sales	253	Cabrillo Yacht Sales	247	Cover Craft	12	Driscoll Boat Works	184
American Battery	240	Bay Yacht Service	88	Cal Adventures (Berkeley)	248	Crisis At Home Intervention		Dutchman	88
Anacortes Yacht Charters	196	Baykeeper & Deltakeeper	16	Cal-Marine Electronics	36	Center	227	E-Z Jax Systems	229
Anderson's Boat Yard	76	Beckwith, Craig, Yacht Sales	250	California Custom Canvas	85	Cruising Cats USA	6	Edgewater Yacht Sales	247
Apollo Diesel Generators	229	Beneteau	5	California Maritime		Cruising Specialists	54,55,56	Edinger Marine Service	153
Aqua Marine	172	Berkeley Marina	18	Academy	165	Cyto Culture	243	Emery Cove Yacht Harbor	23
Arena Yacht Sales	113	Berkeley Marine Center	90	Cameron International	209	Daily Marine	105	Emeryville City Marina	242
Armchair Sailor, The	58	Birnberg & Assoc. Attorney	229	Cass' Marina	78	Dashew Offshore	147	Essex Credit	26
Autohelm	125	Blue Water Sailing	223	Celestaire Navigation	172	DBC Marine Safety	64	Euro Marine Trading	208
						Defender Industries	113	Farallon Electronics	20
						Delta Bay Marina	66	Farallone Yacht Sales	21

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Farr International	141	Harbor Island Fuel Dock	185	Kilian Props	179	Martin, Jack & Assoc.	241	OCSC	61
Firemaster	179	Harbor Island West Marina ..	188	Kissinger Canvas	95	McGinnis Insurance	38	O'Neill Yacht Center	8
First New England Financial ..	14	Harken	32	KKMI	128, 129	McMullen Co.	240	Oakland Yacht Club	91
Foam Creations	113	Hawaiian Chieftain	197	KVH	164, 165	Medical Sea Pak	158	Oceanic Yacht Sales	245
Forespar	133	Haynes Sails	179	Lager Yacht Brokerage	244, 246	Mini Amp Mega Light	179	Orange Coast College	198
Fortman Marina	10	Helm's Yacht Sales	25	Larsen Sails	86	Modern Sailing Academy	68	Outboard Motor Shop	211
Frank Howard Allen	243	Helm's Marine Service	229	Latitude 38 Tahiti Flotilla	112	Monterey Bay Fiberglass	104	Owl Harbor Marina	16
Fraser Yachts	249	Hewett Marine	228	Lee Sails	228	Moorings, The	195	Oyster Cove Marina	96
Furlex	173	Hill, R.J., Insurance	209	Leech & Rudiger	24	Morse, Sam L., Co.	186	Oyster Point Marina	20
Ganis Credit Corp.	48	Hogin Sails	84	List Marine	228	Multi-Sail	79	Oyster Point Refrigeration	228
Garhauer Marine	87	Hood Sailmakers	94, 133	Local Knowledge	229	Napa Valley Marina	245	Pacific Coast Canvas	18
Gentry's Kona Marina	228	Ian Franklin Yachts	77	Low Cost Sails	225	Nautor's Swan -		Pacific Marine Engineering ..	244
Gianola & Sons	38	Island Girl Products	82	Mac Donald Yacht	248	Pacific Southwest	39	Pacific Yacht Imports	53
Glasco	228	Island Rover Yacht Charters ..	197	Mariah's Eyes Photography ..	240	San Francisco	17	Passage Yachts	4, 5
Golden State Diesel	242	Island Yacht Club	133	Marin Yacht Sales	28	San Francisco	198	Pearson Marine Fuels	222
Gorman, Bill, Yachts	15	J/World	91	Marina El Cid	89	Nelson's Marine	256	Peli-Wash	93
Grand Harbor Fuel Dock	85	Jack Rabbit	240	Marina Plaza Yacht Harbor ..	95	Nor Pac Yachts	255	Peninsula Marine Services	80
Grand Marina	2	Johnson Marine	83	Marina Sailing	94	North Beach Canvas	73	Penmar Charters	196
H.F. Radio	67	Kappa's Marina	226	Marina Village Yacht Harbor ..	42	North Coast Yachts	244	PetroClean	91
H&S Yacht Sales	44	Kaufman & Broad	81	Marinco	152	North Sails	72	Petit-Moray Co. Insurance ..	152
Halsey Sailmakers	50	Kensington Yachts	11	Mariner Boat Yard	63	Northern Cal. Fall Boat Show ..	9	Pier 39 Marina	75
Hansen Rigging	210	Kevin's Quality Marine	228	Maritime Electronics	40	Northwest Yacht Brokers	29		

(Index cont. next page)

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AD INDEX - cont'd

Pineapple Sails 3
Pitchometer 36
Premier Yacht Sales 245
Pryde, Neil, Sails 24
PUR Watermakers 159
Quantum Sails 47
Riptide Yachts 146
Raiatea Carenage 227
Railmakers S.F. Bay 244
Recovery Engineering 159
Rendezvous Charters 73
Richmond Boat Works 60
Richmond Marina Bay 45
Richmond Yacht Service 105
Ronstan Sailboat & Industrial Systems 92
Safe Harbor Services 186
Sail and Life Training 241
Sail California 34, 35
Sail Exchange 164

Sail Systems 173
Sail Warehouse, The 241
Sailing Company of Stockton 197
Sailing Life, The 187
Sailrite Kits 189
Sal's Inflatable Service 241
San Francisco Boat Works 65
San Leandro Marina 79
Sausalito Yacht Brokerage 251
Scan Marine Equipment 189
Scanmar International 49
Sceptre Yachts 189
Schaefer Marine 59
Schooner Expeditions 196
Schoonmaker Pt. Marina 241
Scullion, Jack, Yacht Services 89
Sea Frost 65
Seabreeze Ltd. 179
Seacraft Yacht Charters 196
Seapower Marine 8

SeaPower Engineering 185
Seashine 12
Second Life Charters 197
Shaft Lok 229
Sierra Children's Home 152
Silver Dolphin Yachts 246
Sobstad Sails - San Diego 178
Society of Accredited Marine Surveyors 93
South Bay Boatworks 228
South Beach Harbor 27
South Beach Riggers 73
South Beach Sailing Center 73
Spartite 173
Speed Seal 173
Speedtech Instruments 162
Spinnaker Sailing of Redwood City 58
Spinnaker Sailing of SF 73
Spinnaker Shop, The 244

Spurs Marine 222
Stanford University 24
Starbuck Canvas 90
Steinemann & Co. 39
Stockdale Marine and Navigation Center 43
Sunsail 199
Sutter Sails 158
Svendsen's Boat Works 37
Swedish Marine 85
Swift 132
TAP Plastics 83
Tartan Yachts 71
Team McLube 140
Technautics 187
Tedrick-Higbee Insurance 41
Tim's Zodiac Marine 80
TMM/Tortola Marine Mgmt. 198
Tradewind Instruments 229

Tradewinds Sailing Center
Trident Funding 70, 248
Tristram Propellers 8
True Marine 173
UK Sailmakers 13
Vallejo Marina 164
Vaughan, William E., Attorney .. 198
Vessel Assist 133
Voyager Marine 46
Voyager Pacific Yachts 246
Waterfront Home 243
Watermaker Store 52
Waypoint 67
West Marine 97
Westwind Precision Details .. 211
Whale Point Marine 74
Wizard Yachts Ltd 252
Yachtfinders/Windseakers .. 252
Yacht 'Allegro' 246
Yacht: Millenium Falcon 250
Yacht 'Marda Gras' 252

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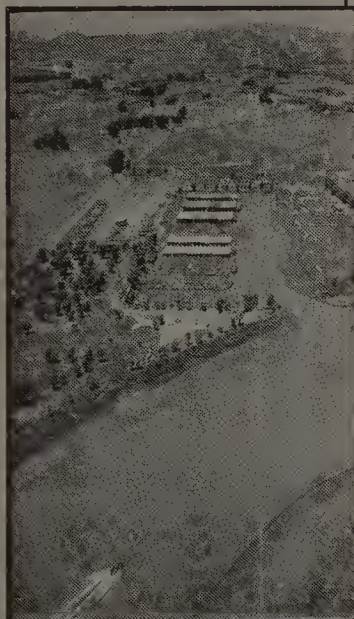
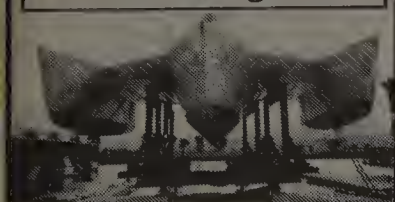
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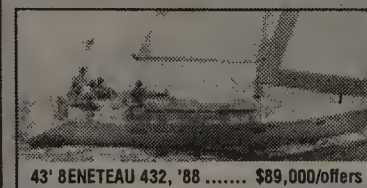
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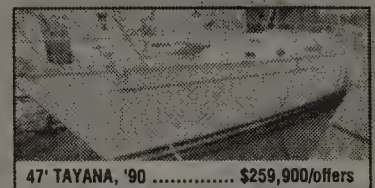
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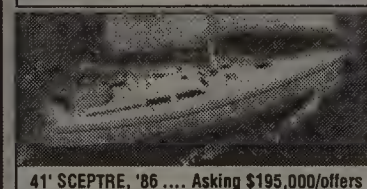
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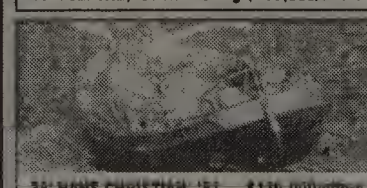
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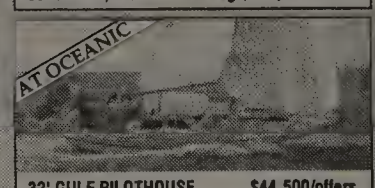
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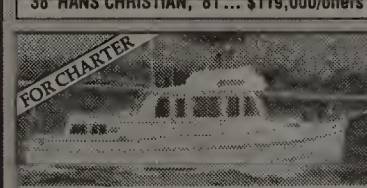
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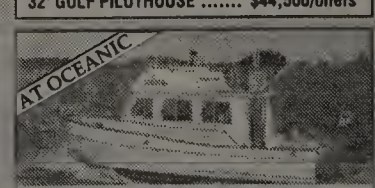
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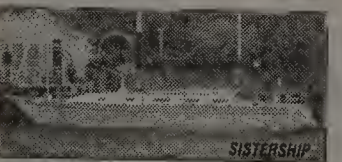
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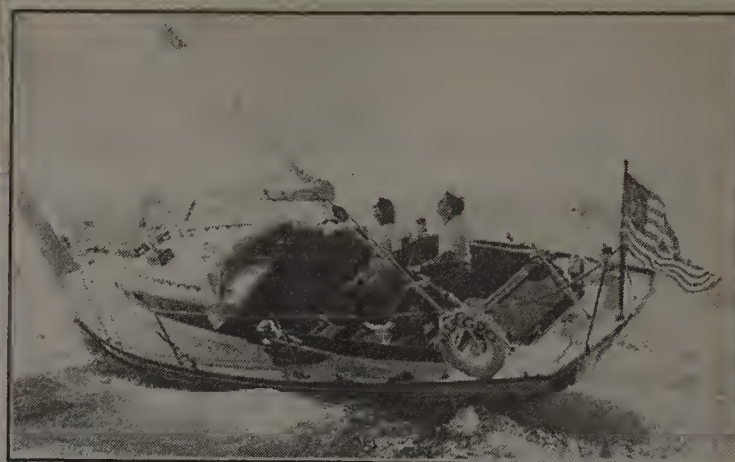
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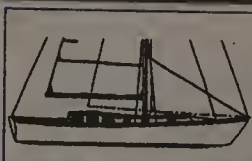
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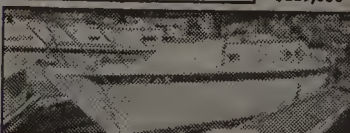


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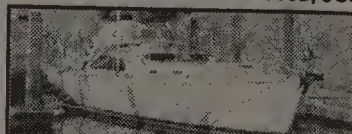
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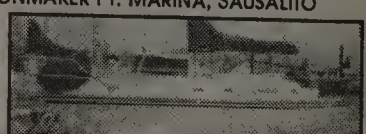
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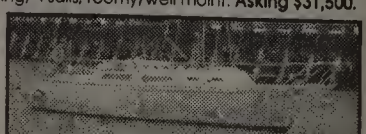
61' C&C, '72. Ctr cockpit, deckhouse ketch, 3 strms, full tronics, Perkins 6-354, immac. inter.



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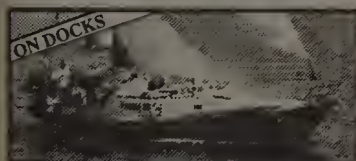
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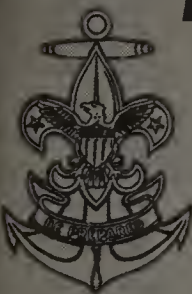
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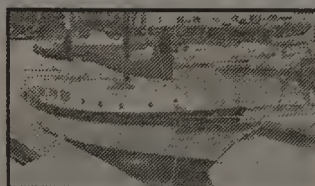
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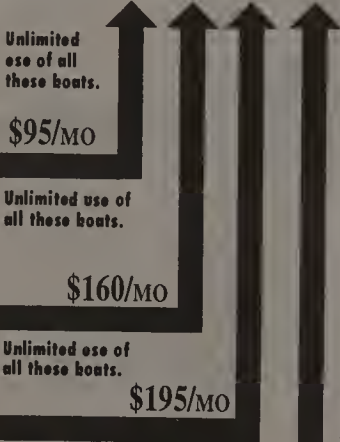
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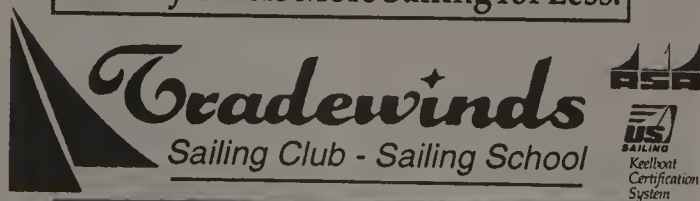
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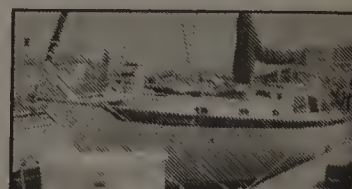
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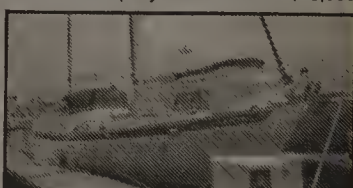
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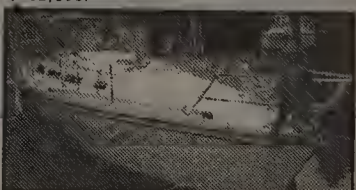
36' ISLANDER FREEPORT. Inverter, Autohelm 5000, Garmin GPS w/plotter. '97 refit incl epoxy bottom. Bristol. \$79,500.



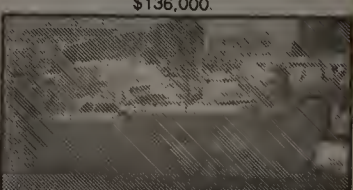
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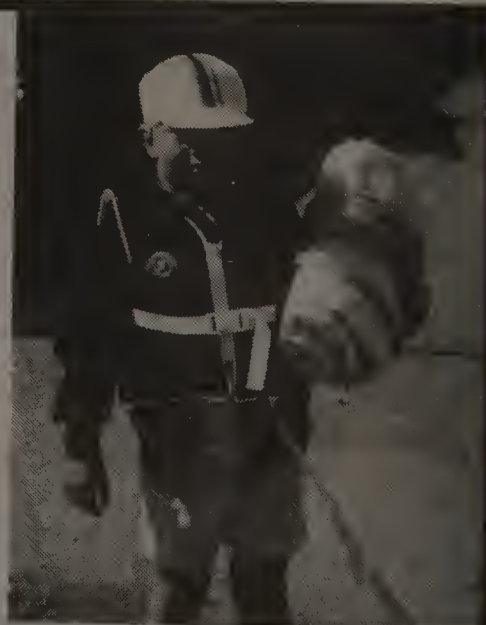
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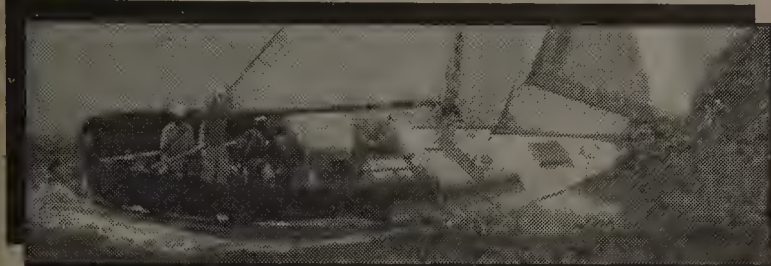
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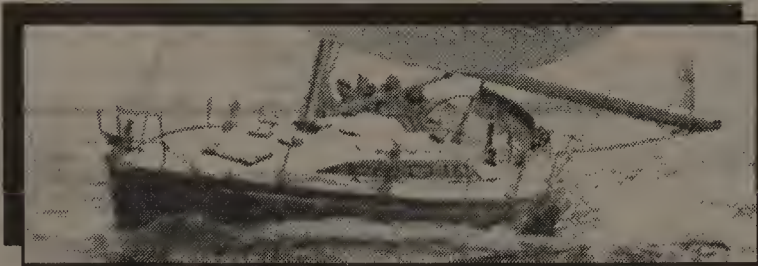
30' Gillmer, 1966, auxiliary cutter \$29,000



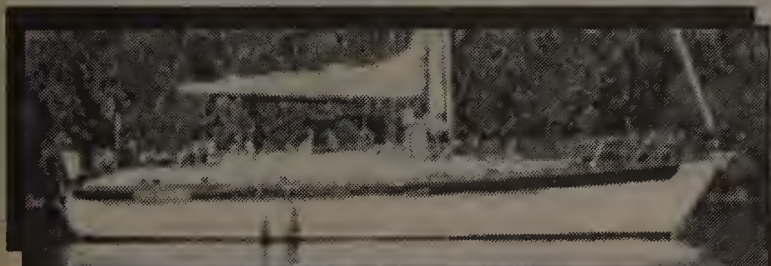
49' Taswell Center Cockpit Cutter, 1994 \$599,000



43' Beneteau Oceanis 430, 1989 \$130,000



42' X-Yachts, X-412 Sloop, 1990 \$169,000



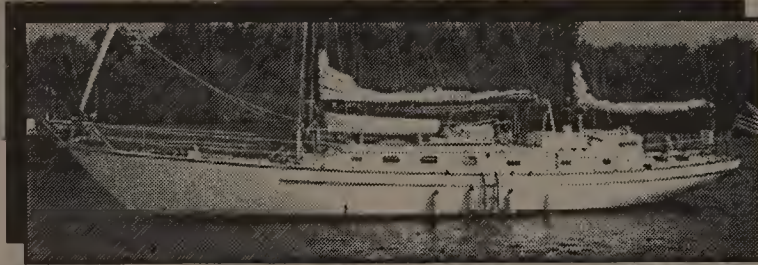
51' Passport Cutter, 1987 \$349,000



43' Hans Christian Christina Cutter, 1988 \$265,000



Ocean 71 Ketch, 1979 \$450,000



62' Al Mason Custom Ketch, 1985 \$445,000



34' Ericson, 1992 \$95,000



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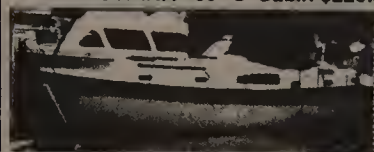
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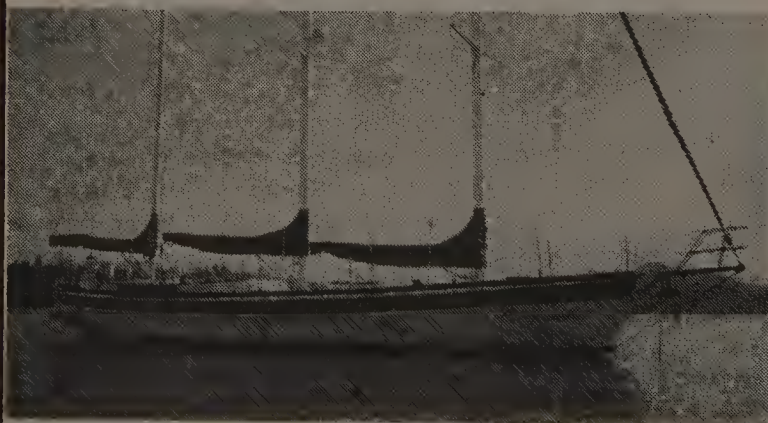
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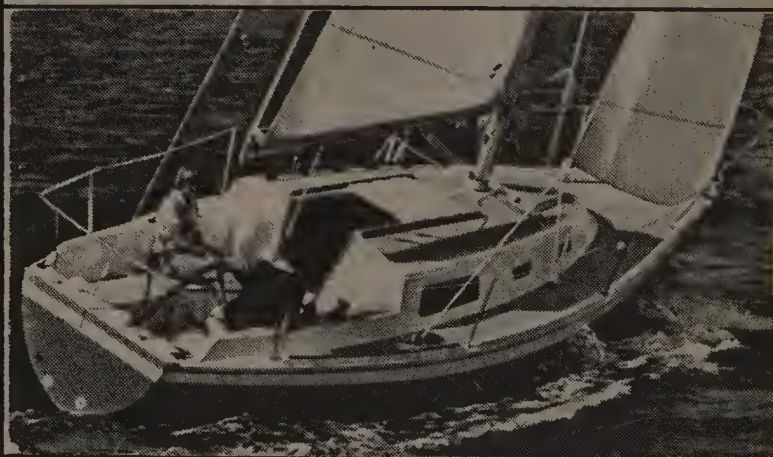
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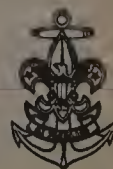


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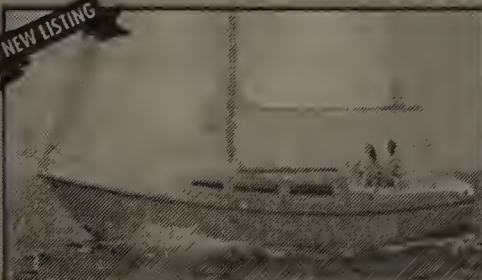


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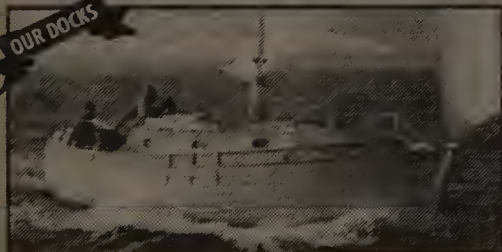


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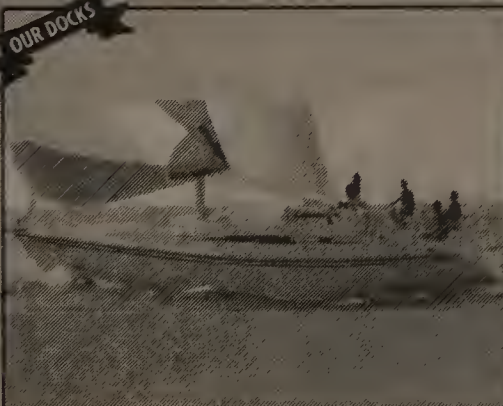
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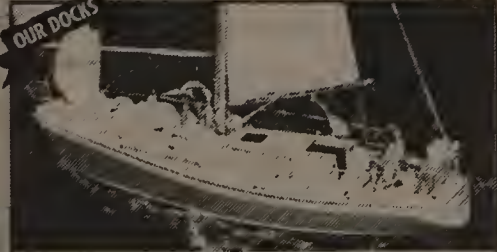


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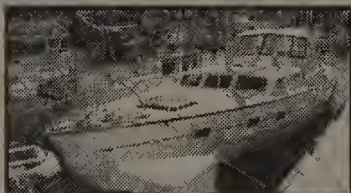
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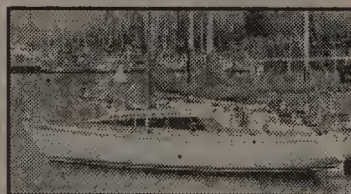
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39' CATANA CAT, '90	\$141,000	381 CATANA CAT, '95	\$185,000

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38' LANCER, '82, Lying in Northern California	\$57,500
36' ISLANDER, '72, Nicest one on the coast!	\$49,900
36' CATALINA, '88, Roller furling, new running rigging	\$59,500
35' CAL MARK II, '84, Very well maintained one-owner vessel	\$52,500
34' CAL 2-34, '75, classic Lapworth design, pristine!	\$59,500

RACING SAIL

38' DYNAFLYER, '84, High-tech racer with "CBTF" (ask us!)	\$29,500
38' FARR, '83, Built to sail in demanding conditions!	\$69,000
35' SCHOCK, 2 available	'85 at \$41,000 & '86 at \$35,000
35' J/35, 3 available	'85s at \$58,000 & \$65,000, '93 at \$89,000

CRUISING SAIL

46' FORMOSA, '78, Peterson-designed center cockpit	\$89,000
41' CT, '72, Rare pilothouse version in beautiful condition!	\$75,000
36' UNION POLARIS, '79, The cruiser's cruising sailboat!	\$75,900
32' WESTSAIL, '72, New dark green LP - gorgeous!	\$59,500
31' SOUTHERN CROSS, '88, Classic cutter-rigged world cruiser	\$59,500
30' FISHER, '76, Sturdy ketch with tanbark sails	\$42,000
30' BABA, '80, Ta Shing quality through and through!	\$69,500

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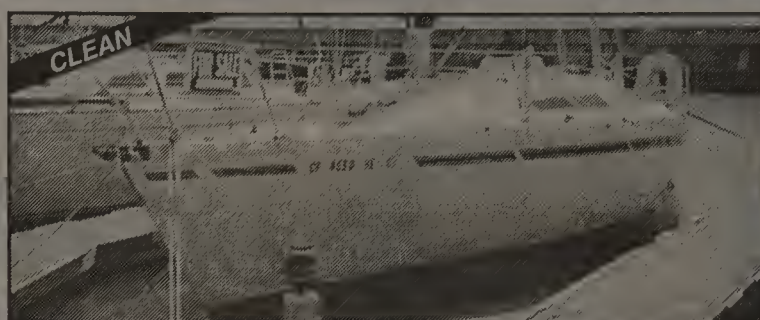
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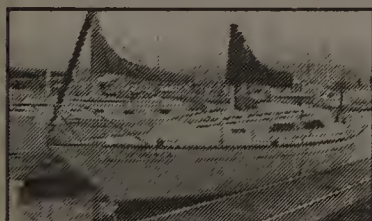
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BENETEAU 32



GREBE 40



ISLANDER 28

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CATALINA 27



VALEO 55



CATALINA 34

SAIL

55' Valeo, '75 \$79,500
41' Johnson & Jago, '46 \$24,500
40' Grebe, '38 \$39,900
37' Banjer PH MS, '72 ... \$97,950
36' Ulysses, '85 (launched '95) \$48,000
35' Rafiki, '77/'78 \$52,000

SELECTED LISTINGS

34' Fast 345, '85 \$49,500
34' Catalina, '89 \$54,900
33' IOD, '61 \$16,450
32' Islander, '77 \$27,500
32' Beneteau 32 R/C, '84 .. \$38,750
31' Dufour, '75 \$26,900

31' Southern Cross, '82 ... \$47,500
30' Lancer, '84 \$21,565
30' Catalina, '75 \$19,500
29' Cal, '74 \$12,900
28' Hunter 28.5, '85 \$24,500
28' Islander, '77 \$18,950

27' Catalina, '72 \$6,250
27' Coronado, '72 \$6,950
26' Catalina Capri, '92 ... \$26,950
26' Balboa, '72 \$10,500
25' Catalina, '77 New Listing
25' Yankee Dolphin, '68 .. \$7,500

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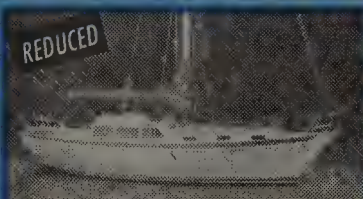
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36' ISLANDER FREEPORT. Plan B Model with Pullman Queen Berth. Perkins 4-108. Harken roller furler. Excellent cruiser/liveaboard. **\$56,500.**



44' PETERSON, '76. Without teak decks. Perkins 60hp. Center cockpit. World class cruiser. *sistership photo* **\$105,000.**

PACIFIC CUP



CAMPER NICHOLSON 50. Very successful ocean history. She looks brand new for a 1967. Proud to show! Asking **\$62,000.**



46' STEEL SLOOP/CUTTER. Holland built. Exc. cond., 1 owner. Cruise ready! 6-cyl Perkins. Pullman master stbm. **DRASTICALLY REDUCED to \$109,000.**



37' IRWIN, '80. Great liveaboard. Autopilot; radar on leveling mount. Great liveaboard and cruiser. Asking **\$64,000.**

SELECTED CRUISING YACHTS									
SAIL	LOD	BUILDER	YR	PRICE	SAIL	LOD	BUILDER	YR	PRICE
60' SCHOONER	'95			\$385,000	36.5 PEARSON	'79			\$59,500
60' OCEAN	'81			\$375,000	36' S2 11 METER	'85			\$62,000
51' PASSPORT	'84			\$275,000	36' WATKINS	'81			\$47,500
50' CAMPER NICHOLSON	'67			\$62,000	35' SANTANA	'79			\$36,000
50' FORCE	'73			\$129,000	35' CAL	'80			\$42,750
48' MAPLE LEAF S. Cal	'72			\$133,000	35' CHALLENGER	'74			\$33,900
48' CELESTIAL	'85			\$139,900	35' NIAGARA	'81			\$67,000
44' SWAN	'73			\$133,500	35' ERICSON	'72			\$31,000
44' HARDIN	'78			\$110,000	34' SABRE	'87			\$77,777
43' YOUNG SUN	FL '78			\$129,000	34' ERICSON	'89			\$69,000
43' BENETEAU	'88			\$89,000	34' C&C	'80			\$41,000
41' MASTER MARINER	'85			\$99,000	34' CATALINA	S. Cal. '90			\$69,500
41' CUSTOM STEEL				\$60,000	34' HUNTER	'86			\$39,800
41' MORGAN				\$61,500	33' BRISTOL	'69			\$26,500
40' C&C	'81			\$69,500	33' GURNEY HUISMAN	'66			\$35,000
40' CAL	'64			\$55,000	33' MORGAN	'75			\$24,700
39' IRWIN	'79			\$46,500	33' PETERSON				\$35,000
39' CHINESE JUNK	'66			\$54,200	33' CHEOY LEE clipper	'75			\$37,000
39' CAVALIER	'80			\$75,000	32' MARINER KETCH	'70			\$24,900
39' WESTSAIL				\$115,000	32' CONTESSA	'81			\$34,000
38' CATALINA	'79			\$38,000	32' ERICSON	'70			\$19,500
38' MORGANS	2 from			\$59,000	30' BABA	'83			\$59,000
37' IRWIN CC	'80			\$64,000	30' NEWPORT III	'82			\$27,500
37' HUNTER	'88			Inquire	30' CAPE DORY M/S	'87			\$89,000
37' FISHER	'80			\$110,000	30' RAWSON	'65			\$29,500
36' CHEOY LEE clipper ketch				\$32,000	30' PEARSON	'80			\$18,000
36' ISLANDER	'80			\$58,000	29.5 HUNTER, loaded	'96			\$64,000

SAIL	LOD	BUILDER	YR	PRICE
CAL 70				\$13,000
29' RANGER				\$19,800
28' COLUMBIA	'77			\$15,000
28' ISLANDER	'79			\$15,000
27' CORONADO	'72			\$11,900
27' CHEOY LEE OFFSHORE				\$14,000
27' NORSEA	'90			\$59,900
26' HAIDA	'69			\$11,950
25' YAMAHA	'79			\$12,500

POWER	LOD	BUILDER	YR	PRICE
56' FELLOW&STEWART	'27			\$59,900
52' STERNWHEELER	'83			\$69,000
46' CHRIS CRAFT	'63			\$68,000
44' MARINE TRADER	'78			\$95,000
42' MATTHEWS	'56			\$55,000
42' CHRIS CRAFT	'69			\$60,000
40' FISHING VESSEL				\$59,000
36' CROWN CUSTOM	'80			\$48,500
31' TUNG HWA Trawler	'81			\$45,000
30' TOLLYCRAFT	'72			\$26,000
27' SEA RAY	'88			\$38,000
270/290 SEA RAY	'90			\$42,900
24' FOUR WINNS	'88			\$17,000
24' SEA RAY	'86			\$13,500
22' BAYLINER	'93			\$15,000
18' BOSTON WHALER	'89			\$19,850



MORGAN 38s. One asking \$59K the other \$69K. Ideal cruisers. The \$69K was set to go to the Bojo Ho-Ho but owner unable to go. Real nice sail inventory!



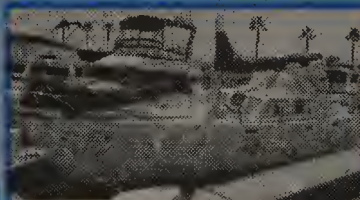
FORCE 50, '73. Outfitted for shorthanded cruising. Onan 7.5kw generator, Trac inverter. Novequip. incl. SSB, AP, radar. Watermaker. Asking **\$129,000.**



ISLANDER 36, '79. Diesel. New Autohelm. New refrig. Inverter. 1979 was one the best years for Islander. New to the market. Asking **\$39,900.**



41' STEEL. Rounded hull. Center cockpit. One owner. 8 brand new sails, Perkins 4-107, beautiful interior. 80% completed. Asking **\$60,000.**



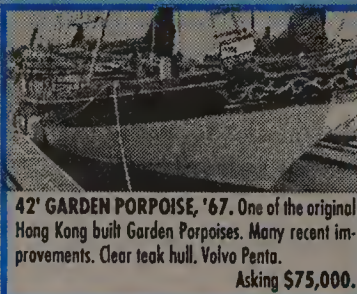
45' COLUMBIA, 1972. Excellent liveaboard. Huge aft cabin with queen berth and separate head and tub. Spacious main salon. Onan generator. **\$65,000.**



45' VAN DER STAAT, '76. Center cockpit. Pullman berth. Perkins. Exceptional f/g bluewater cruiser. Possible liveaboard in Sausalito. **\$59,900.**



GARY MULL 45, 1981
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42' GARDEN PORPOISE, '67. One of the original Hong Kong built Garden Porpoises. Many recent improvements. Clear teak hull. Volvo Penta. Asking **\$75,000.**



PEARSON 365 KETCH, '78. Recent haulout and engine survey, Westerbeke diesel, comfortable cruiser and liveaboard, roller furling. **\$48,000.**



43' BENETEAU, 1988
Three stateroom model. Perkins 4-108. Will consider smaller boat for partial trade. Very motivated. **\$89,000.**

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30' GILLMER CUTTER. Dsl, roller reef, stays' l'spinn, beautiful varnish, VHF, etc., nice.
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30' CATALINA. Dsl, good sail inventory, VHF, depth, pilot, very well maintained, clean boat.
Asking \$24,500.



41' SAMPSON CUTTER. Diesel, wheel, full galley, shower, VHF, radar, pilot, etc., canister liferaft, fire-place & more.
Asking \$40,000.



35' LOD GARDEN KETCH by Fellows & Stewart, diesel, wheel, roller furl, VHF, pilot, depth & more.
A great buy at \$23,500.



32' LOD CHANNEL CUTTER by Bud McIntosh. This beauty has all new gear from AP & full elect to water-maker & dodger. Ready to cruise now. \$29,500.



ERICSON 30 SLOOP. Diesel, VHF, depth, etc. Strong, well-built and popular Bruce King design in excellent condition w/o good sail inventory. Asking \$14,500.

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32' WESTSAIL Cruising Cutter. Diesel. Strong, heavy built glass trunk cabin model double-ender. F/G dinghy. Knotlog, VHF, etc. Asking only \$39,500/offers.



43' STEEL DUTCH-BUILT PH ketch. Dual helm, rbl dsl, just replated, rig & int being done now. Strong world cruiser by Volentin-Zanen. Asking \$79,000.

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| SAIL | 28' PEARSON TRITON sloop, 1/B ... 7,000 | 39' MEDITERRANEAN SF , '92, twin dsl, as new ... Asking \$185,000 |
| 64' S&S, alum sloop. Asking 380,000 | 28' FELLOWS & STEWART Goff ketch, dsl, clean ... 20,000 | 39' STEPHENS Sdn, '39, classic 28,500 |
| 50' CAMPER NICHOLSON perf. cruiser, outstanding condition Ask 62,000 | 28' NERRESNOFF ROZINANTE ... 23,000 | 38' CHRIS Sdn Olx, perfect ... 39,000 |
| 47' 30 SQUARE METER Sloop ... 9,900 | 27' CATALINA , dsl, loaded ... 10,500 | 36' STEPHENS classic restored ... 30,000 |
| 46' STEEL KETCH, dsl, ultra strong world cruiser ... Asking 63,900 | 27' CATALINA , 9.9 hp O/B perfect starter boat ... 7,400 | 35' OWENS flagship, new twins 16,950 |
| 38' CHANNEL CUTTER Slop, dsl ... 22,500 | 27' NEWPORT S , 1/B ... 12,500 | 33' CRUISERS Inc, twin, lk new 48,500 |
| 34' NANS CHRISTIAN NANS ... 84,500 | 27' BALBOA , dsl, loaded/ready 12,500 | 33' LUNKS , dsl, glass .. Asking 10,000 |
| 34' COLUMBIA Slop, dsl, clean! ... 33,000 | 26' CHEEY LEE Frisco Flyer, 1/g 8,750 | 31' BAJA , 1/g, lg, sl ... 12,000 |
| 34' IRWIN CITATION sloop, dsl ... 24,500 | 26' COLUMBIA MkII ... 6,000 | 30' TOLLYCRAFT F/B, twins, lg 24,000 |
| 33' COLUMBIA SABRE, O/B, trlr 9,450 | 24' C&C Slop , O/B ... Reduced 5,500 | 30' COMMERCIAL FISH w/shrimp, halibut, rock cod, trop permit ... 26,500 |
| 33' RHOODES WINOWARD, nice 29,000 | 24' SEAFARER Slop, O/B, sharp ... 4,500 | 30' CNRIS CAVALIER , exc cond 22,500 |
| 33' TRADOWINS M/S, teak, dsl AK/Hawaii vel ... Try 19,500 | 24' J/BOATS w/O/Bs ... 5,000-6,500 | 28' HUNTER Sdn, nice ... 6,500 |
| 33' TANGCOOK WHALER, classic 12,000 | 22' TANZER Slop ... 4,250/offer | 27' REGAL Classic 233 w/trlr ... 45,000 |
| 33' ANGLEMAN kitch, dsl ... 13,500 | 20' CAL , O/B, sloop ... 1,200 | 26' CNRIS CRAFT Culkas, twin V8 ... 7,500 |
| 32' ROYAL Cruiser, 1/B, classic 12,500 | POWER | 25' CNRIS CABIN CRUISER , V8 ... 6,600 |
| 31' BROWN Seorunner tri, O/B ... 7,000 | 70' FANTAIL M/Y ... 149,500 | 24' OWENS Cruise, trlr, V8 5,500/offer |
| 31' PEARSON sloop, 1/B ... Ask 30,000 | 65' CHARTER YACHT ... 275,000/offer | 24' SEA RAY w/trailer ... 8,000/offer |
| 30' RAWSON cutter, dsl ... 13,900 | 65' WHEELER M/Y, '31 ... 95,000/offer | 24' BELL BUOY, 1/O, nke ... 9,750 |
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| 30' C&C MEGA 30 ... 12,900 | 46' CHRIS CONNIE, dsl, loaded 69,000 | 22' FORMULA 315, 1/O ... 15,000 |
| 30' KALAKA, O/B, good inventory 5,990 | 43' MATTHEWS F/B ... 35,000/offers | 20' SEA RAY AMBERJACK w/trlr 8,500 |
| 30' SEABIRD Yawl ... 7,500 | 42' TROJAN , loaded ... 12,500 | 19' CHRIS CRAFT CAPRI model 12,500 |
| 30' GARDEN classic dbl-end sloop 10,500 | 40' SALMON Trlr w/comm'l license, rebuilt 671 diesel ... 2,400 | |
| 29' CAL 229, very clean ... 17,000 | | |

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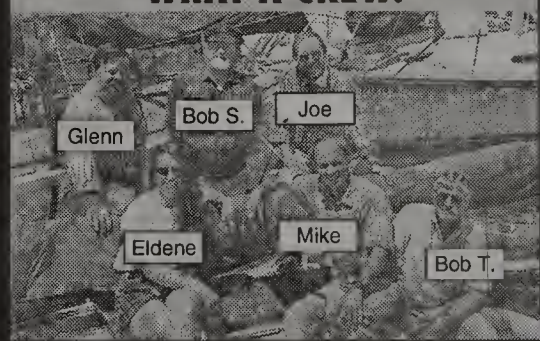
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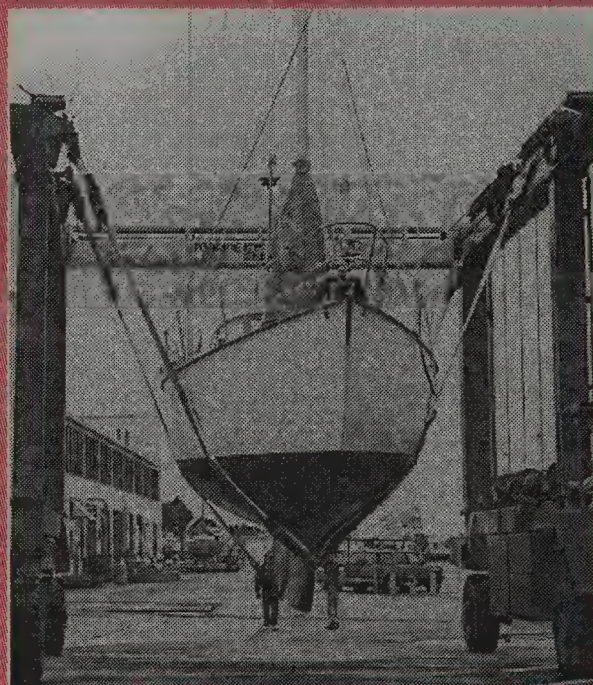
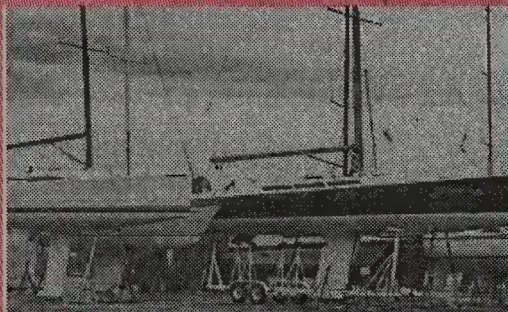
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